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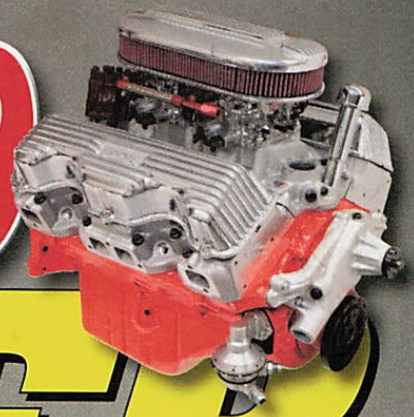

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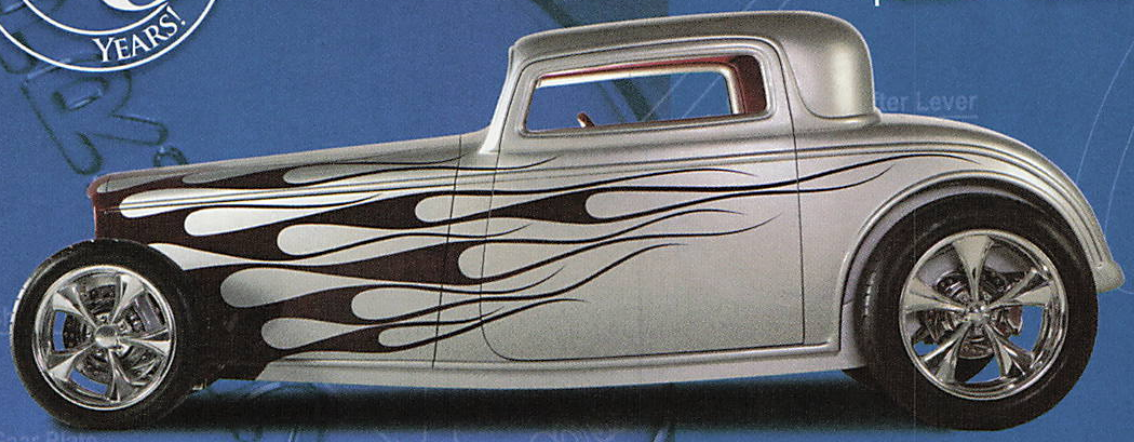

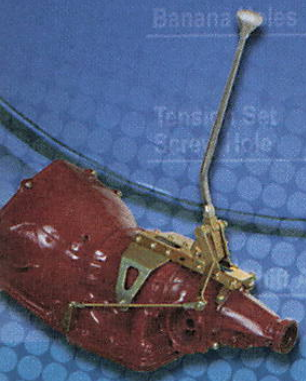

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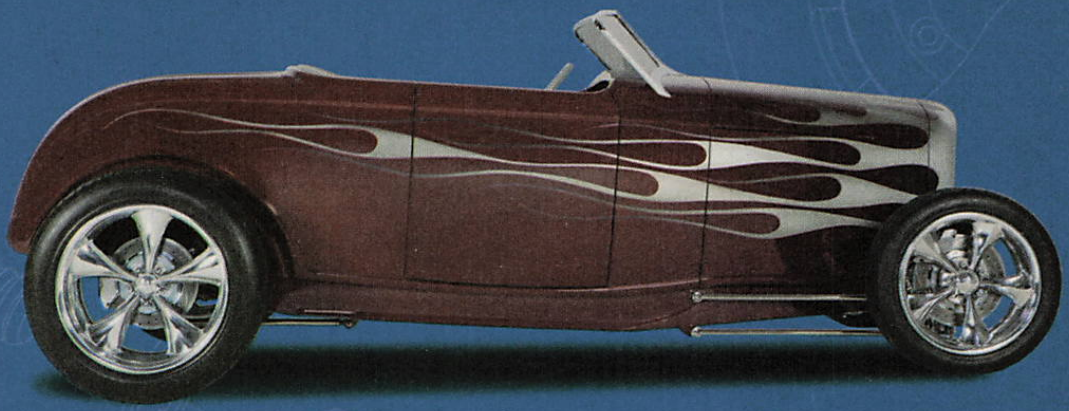

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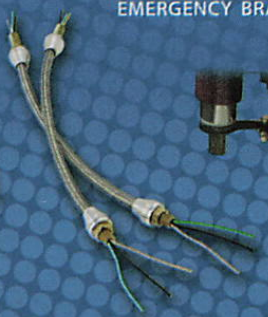

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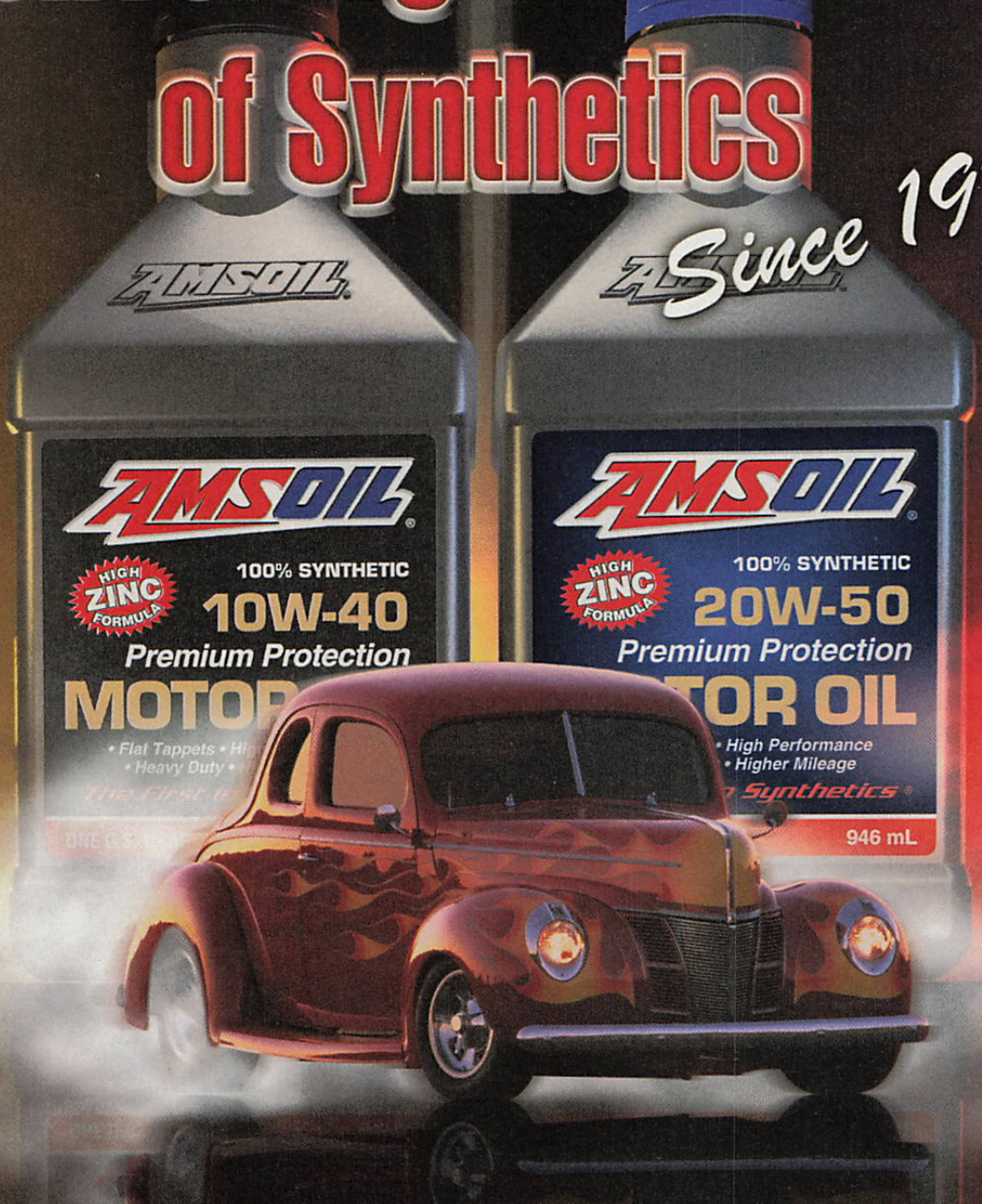

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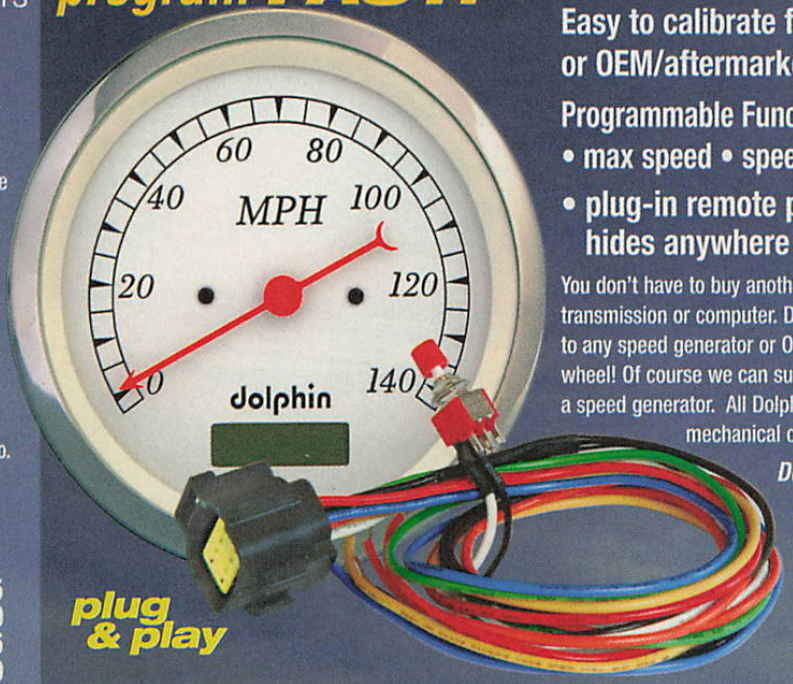

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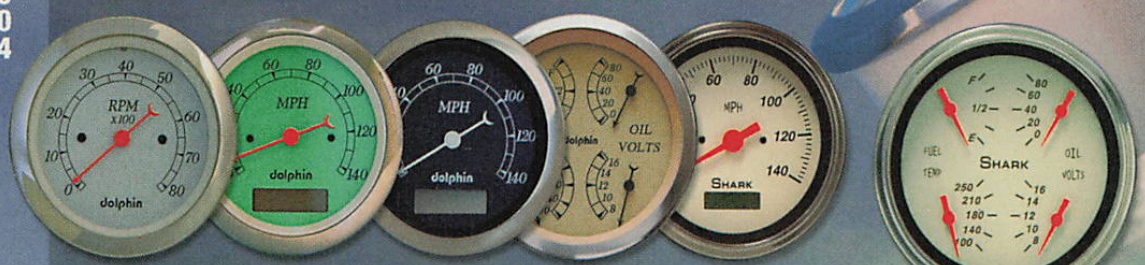

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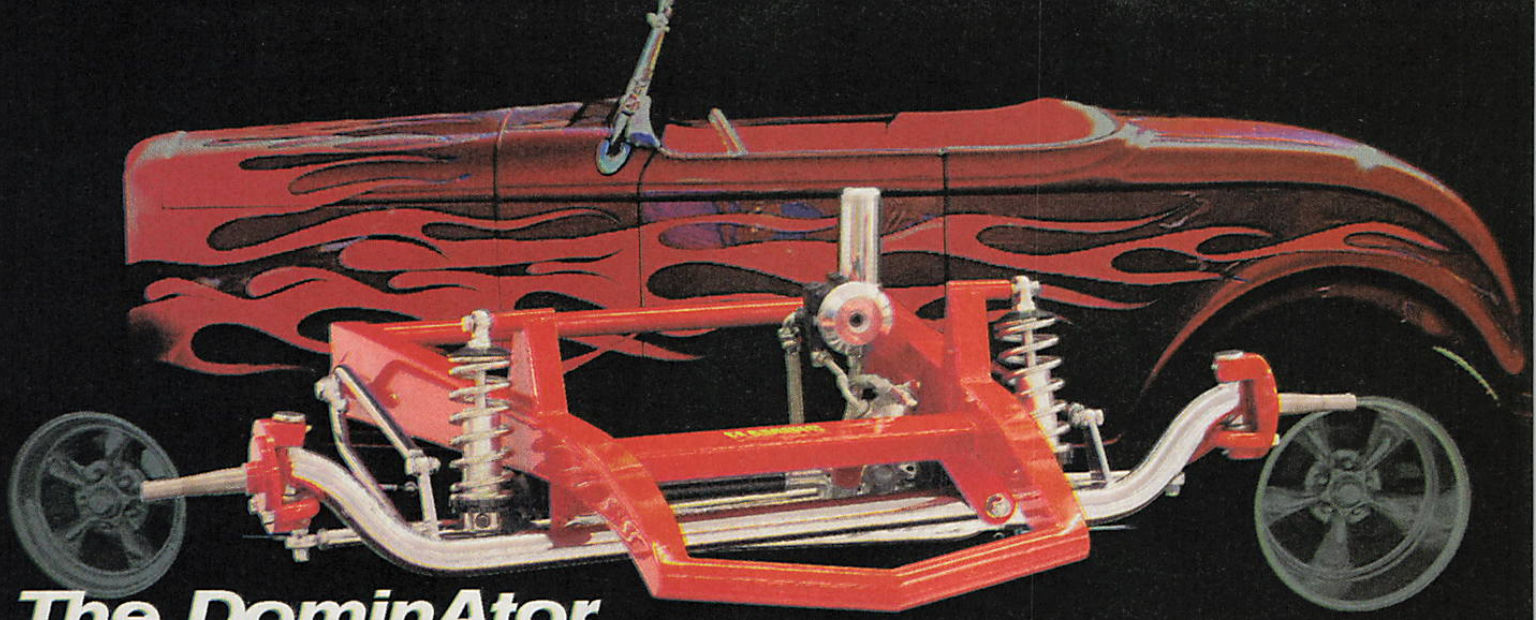

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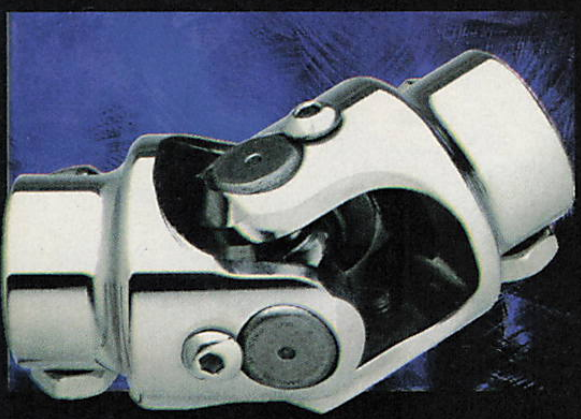

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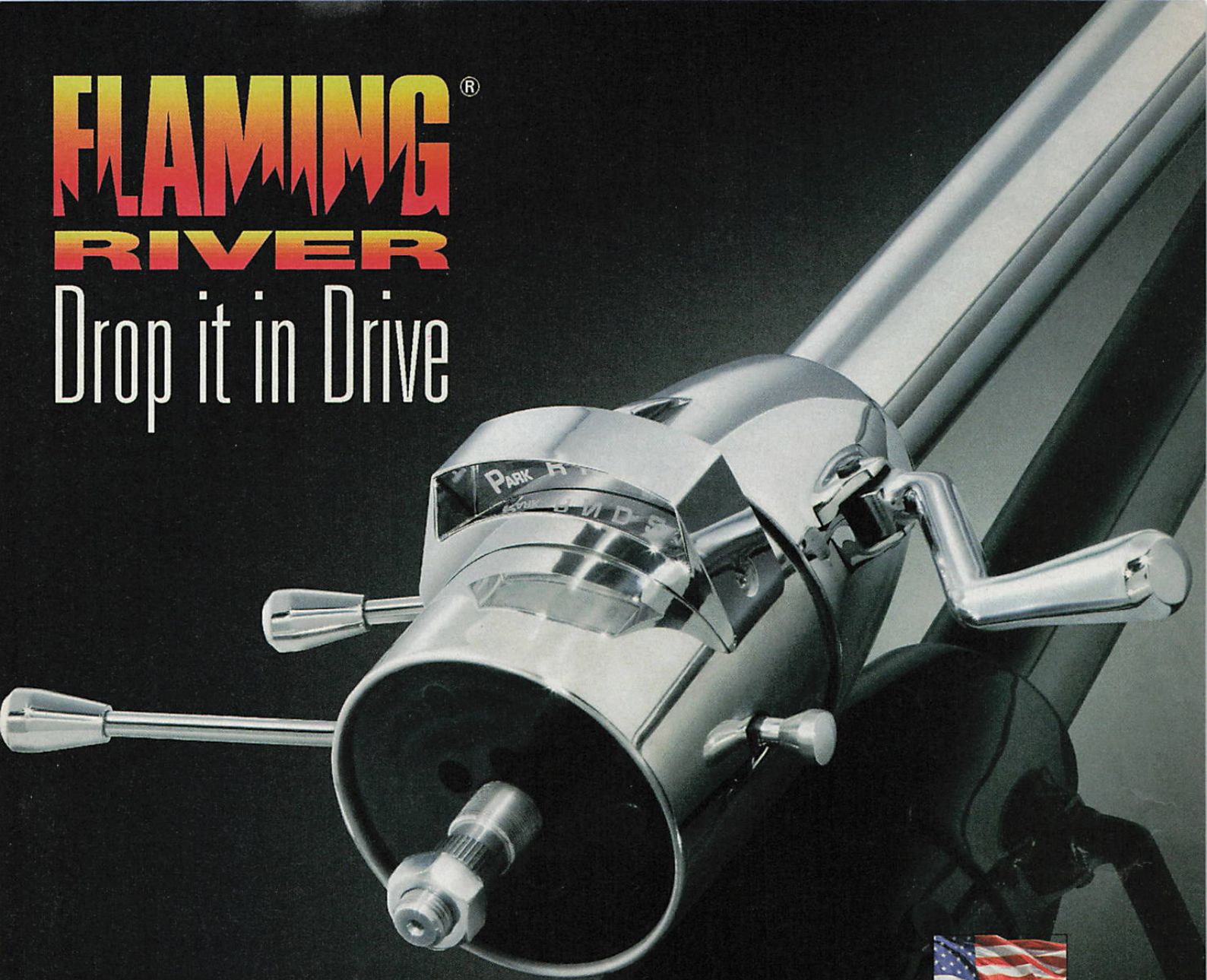

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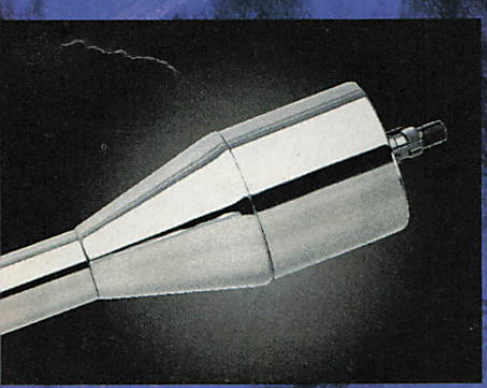

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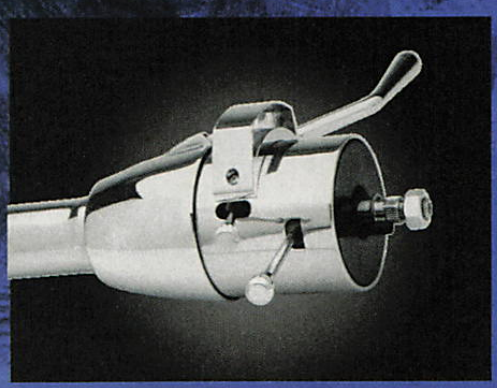

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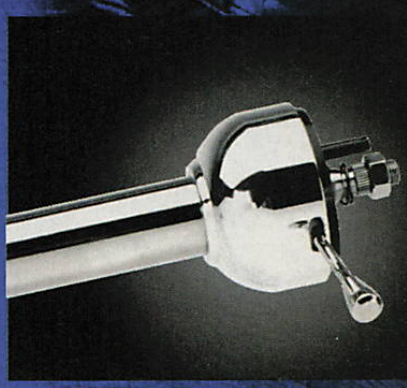

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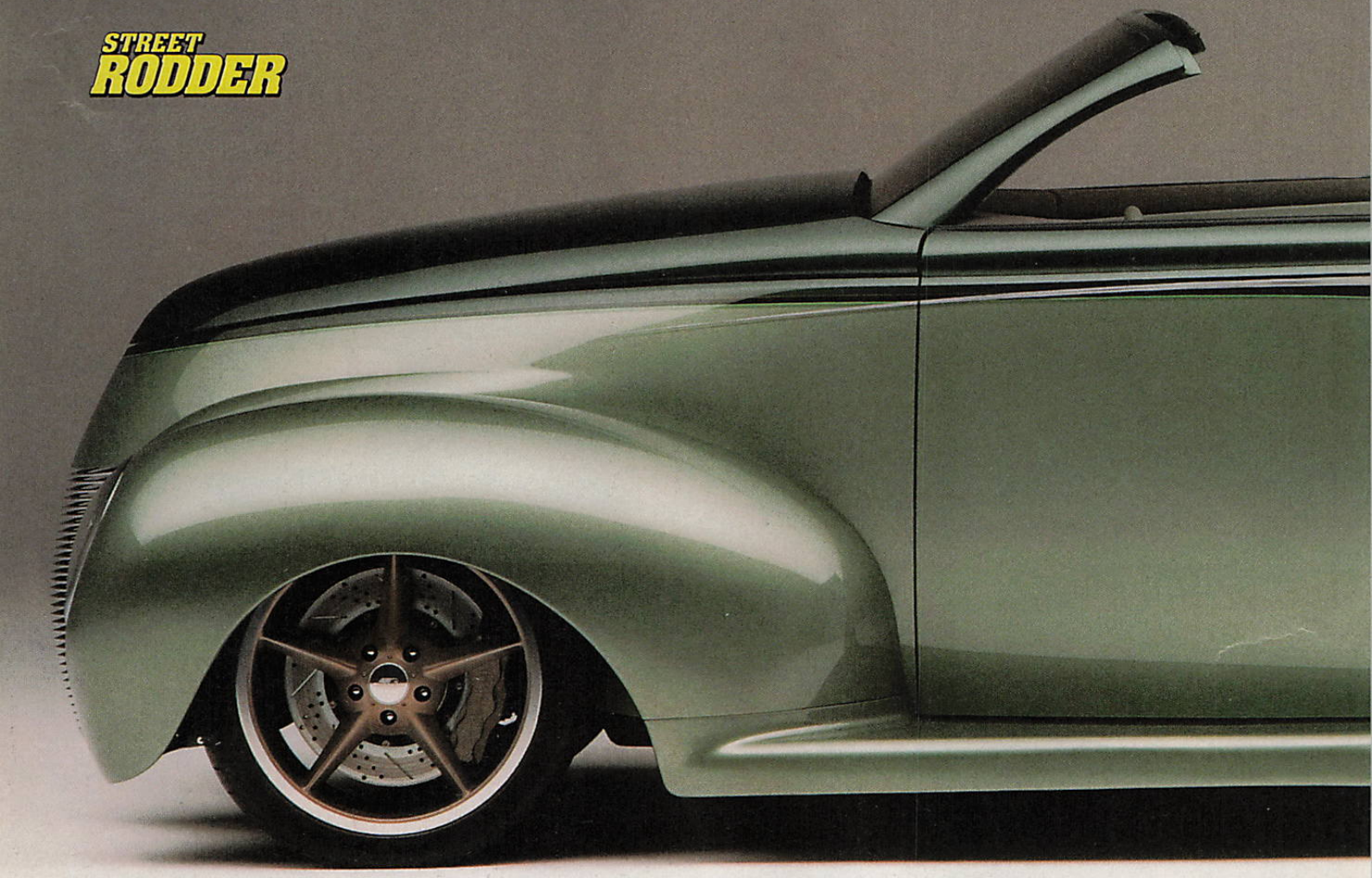

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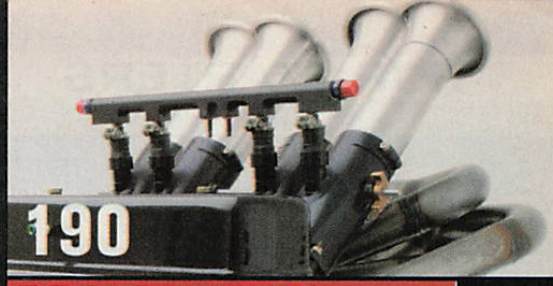

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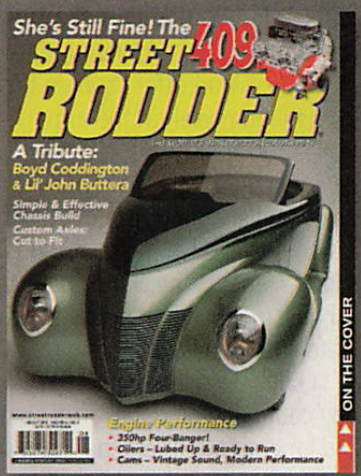
ON THE COVER: Stan Fox's Ford was built at Rad Rides by Troy and represents what may be the most exotic '40 convertible to date. (Photo by Scott Killeen) **INSET:** "She's real fine, my 409" may be from a Beach Boy's song from the 1960s, but it still rings true today with the comeback of the 348/409 Chevy "W" motor. (Photo Courtesy of Edelbrock Corporation)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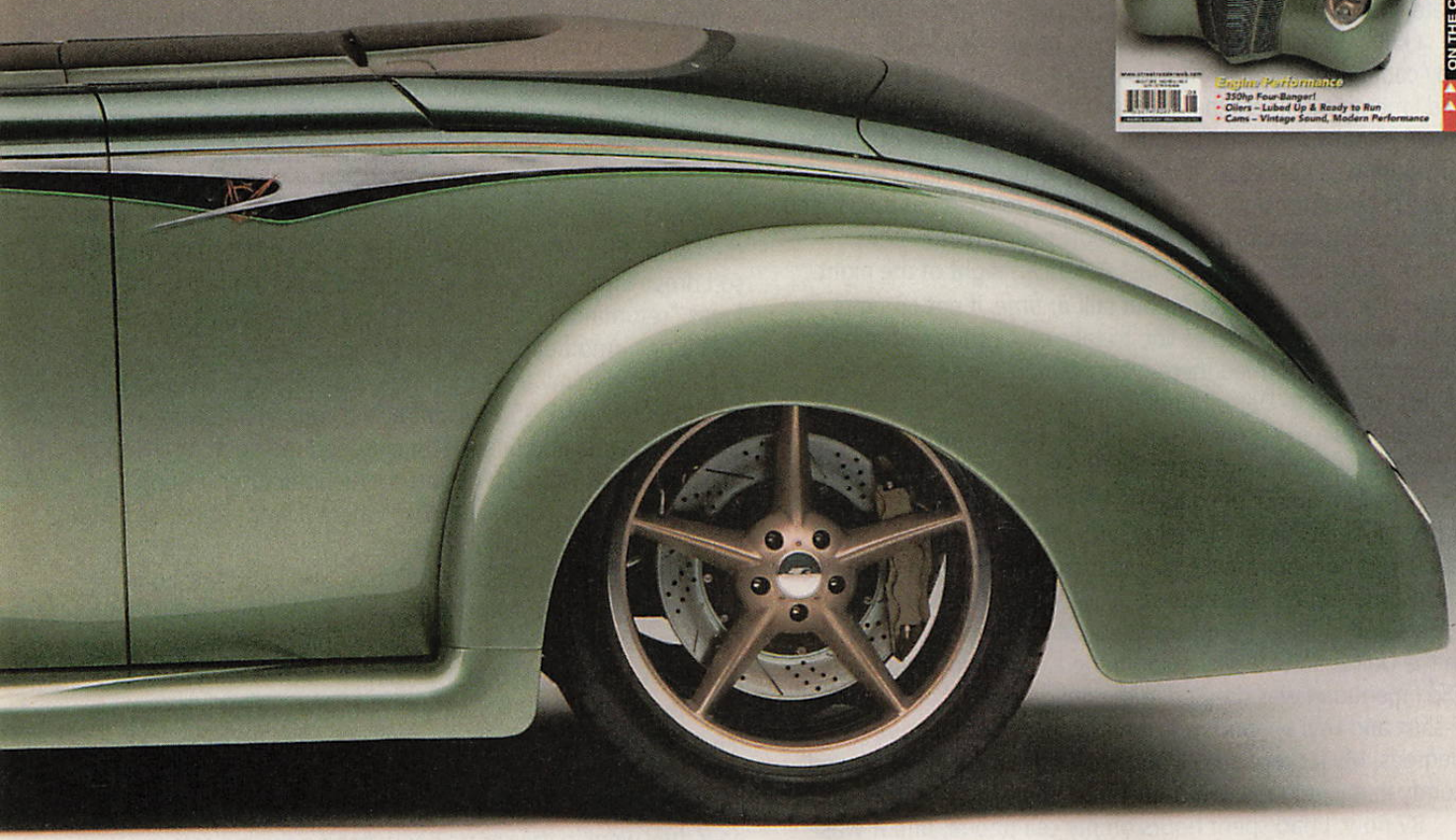

BY BRIAN BRENNAN | brian.brennan@sourceinterlink.com

The Road to Detroit

This month's column isn't about building the quintessential hot rod and competing for the coveted *Don Ridler Memorial Award*. This is about my road to the Detroit Autorama in a manner you would never wish to repeat.

For starters, I *always* look forward to Detroit, Michigan, in March. Let's be brutally honest—why would anyone want to leave sunny SoCal for the freezing cold of Detroit?

For the past four years, you have been able to watch Detroit Autorama events unfold and simultaneously watch the unveiling of the *Ridler* winner in both Cobo Hall and on www.streetrodderweb.com. With this in mind, JR, Bob Larivee Jr., wanted to make sure I would be in attendance to handle the daily *SR* Web updates. In classic promoter fashion, JR made me an offer I couldn't refuse—a free flight to Detroit.

I found myself at the airport, pointed toward Detroit via Dallas, Texas. My first clue this trip wouldn't end well should have been apparent when my flight took off on time, and I got lucky and snagged the coveted exit aisle seat.

Upon arrival in Dallas, all good news began to fall like the snow. We sat in the plane on the tarmac for an hour after landing. I should mention that, for all the carrying on Texans do about their state, they don't appear to have mastered snow and airports.

I knew I wasn't going to make my connecting flight, and my day continued downhill after hustling from Terminal D over to B. Did I mention the terminal tram service wasn't running either? I made it to my new gate on time, but within minutes of arriving, my flight was cancelled. It didn't take long to realize I was in for a long night. Turns out, 7 inches of snow fell in eight hours, and that was just too much for the airport maintenance crew.

I managed a seat on the last American flight of the night. I would arrive late in Detroit but still *in time*, if not on time. While waiting in the ticket line to take care of the last-minute details, I was informed there were no more American Airline flights headed to Detroit until Monday morning.

I was able to secure a transfer ticket from American to Continental, which had a late flight into Detroit. There I sat (back in Terminal D, of course), patiently waiting for hours, when all flights were cancelled until the next morning.

It was now apparent I was spending the night in Dallas. Unfortunately, that was the same idea passengers from 700 flights had in mind. Needless to say, there were no hotel rooms in the Dallas area. It was going to be a cold night in the airport. Did I mention I was dressed in the obligatory SoCal uniform—T-shirt and Levi's—and, yes, it was cold outside, about 19 degrees. My jacket and cell phone charger were all warm and comfy in my luggage, which by magic made it to Detroit.

By now, I had spent hours on my cell phone, and it was down to the last 10 percent when I came across a phone store; they were thrilled to sell me a $20 charger for $43. I couldn't find a room anywhere, but Kim, my wife, found me one 40 miles outside of Dallas. That didn't seem so bad until I realized the cab fare would be $75 and an hour drive time—each way!

It was nearing midnight, and I had an 11 a.m. flight to Cleveland (don't ask), so it was time to get some sleep. There I was, charging my phone and waiting for my $75 cab ride to a $200-a-night hotel room 40 miles from the airport. It had to get better.

Well, it didn't. Remember, my flight was to Cleveland, not Detroit, and that was the best I could get. It was now Friday morning, and, while in the air, I spotted the storm that had left Dallas and was working its way toward Cleveland. We landed in a snowstorm, and, of course, it is a commuter plane so that means we deplaned on the tarmac and walked to the terminal. I looked like a Christmas snowman. To my utter amazement, all Cleveland flights were cancelled.

To this point, I was into my "free" flight $43 for a charger, $150 in cab fare, $200 for a hotel room, and $2.75 for a protein shake—just another fun wintertime trip.

Upon the realization that Cleveland was as close as I would get via airplane, my next choice was a rental car. I found one; albeit it was outside and buried in snow, but the attendant said I could dig out the car of my choice. Turns out it was for local rental and not to be driven one way. You guessed it—I promised I would return the car to the airport.

I then headed out on the nearly 200-mile road trip from Cleveland to Detroit in the winter's worst storm, as more than 20 inches of snow fell. What should have been an easy drive took six hours. Interstate 85 was closed, but I just ignored the signs and kept going, blindly (literally) working my way toward the Motor City. My rental car had to be returned to the airport, so I drove into Detroit Metro and dropped it off, telling them I was "returning the car to the airport." They didn't think it was funny. Another $127.86 for six hours of rental and $30.38 in gas added to my trip's mounting bills. Along the way, there was the obligatory $5.73 spent at the country's finest fast food establishments, and I haven't mentioned the additional $45 in taxi fare to get from the airport to the hotel after picking up my luggage from baggage claim, where it was sitting, all by its lonesome, patiently waiting for me.

It was almost midnight on Friday, and I had left home at 8 a.m. on Thursday. I was still wearing my same T-shirt and Levi's, and I was hungry, cold, and $500-plus lighter in the wallet, but I was in the lobby of the hotel.

The rest of the staff's trips to Detroit went off without a hitch, and they all arrived in good spirits, warm and well-fed. I should also mention they did call me continuously, letting me know they were having lunch, followed by dinner and dessert; now they were in the sports bar watching the big screen TV, and, finally, all snug and warm in bed. My guys really felt for me! As for JR, next year I will get my own ticket. Nevertheless, it is still an incredible show. Hope you enjoyed the coverage. SR

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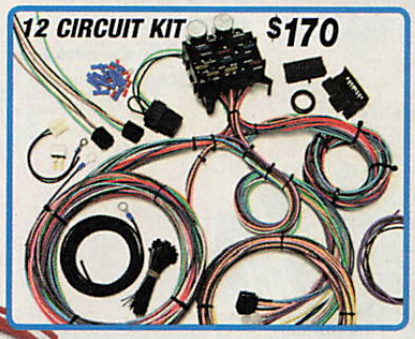

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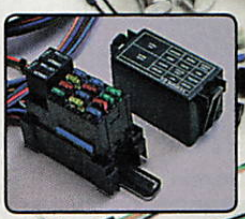

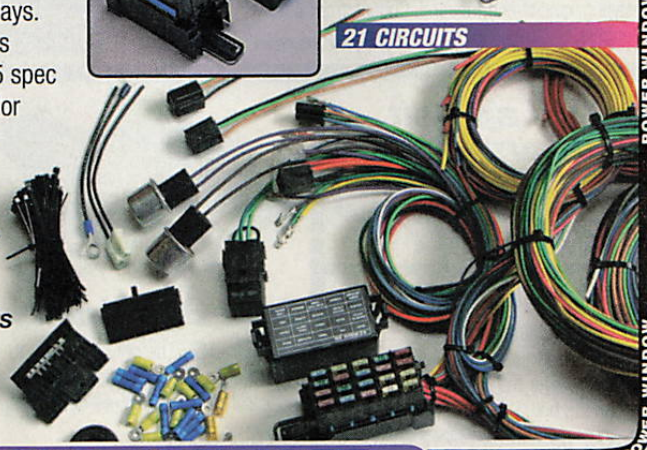

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Chrome "Lift Latch" 3-Point Shoulder Harness
$119.95 *per person*
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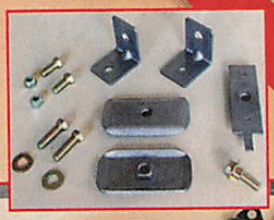

Installation kit included.

Push Button 3-Point Shoulder Harness Push button belts are available with either a rigid extender arm for bucket seats or soft arm for bench seats. ***$89.95*** *per person*

Retractable 3-Point Shoulder Harnesses

Choose from two styles: chrome "Lift-Latch" or push button style

Same OEM quality and operation as in your new car. Rigid extender arm for bucket seats (push button only) or soft arm style for bench seats . *Chrome Lift-Latch style colors are:* black, gray, tan, red, berry, maroon, brown, white, navy. *Push-button style colors are:* black, gray, charcoal, tan, blue, red, maroon, taupe.

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60s styling and OEM quality. Chrome latch and wide range of colors dresses up any interior. 74" total length. ***$29.95*** *per person*

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BLUE	RED	MAROON	TAUPE

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13" rigid arm on buckle side stands up next to bucket seat. 72" total length.

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Works best with low profile bucket seats 72" total length.

Bench Seat Push Button
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Bench Seat Push Button Mini-Retractable
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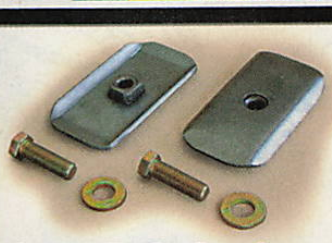

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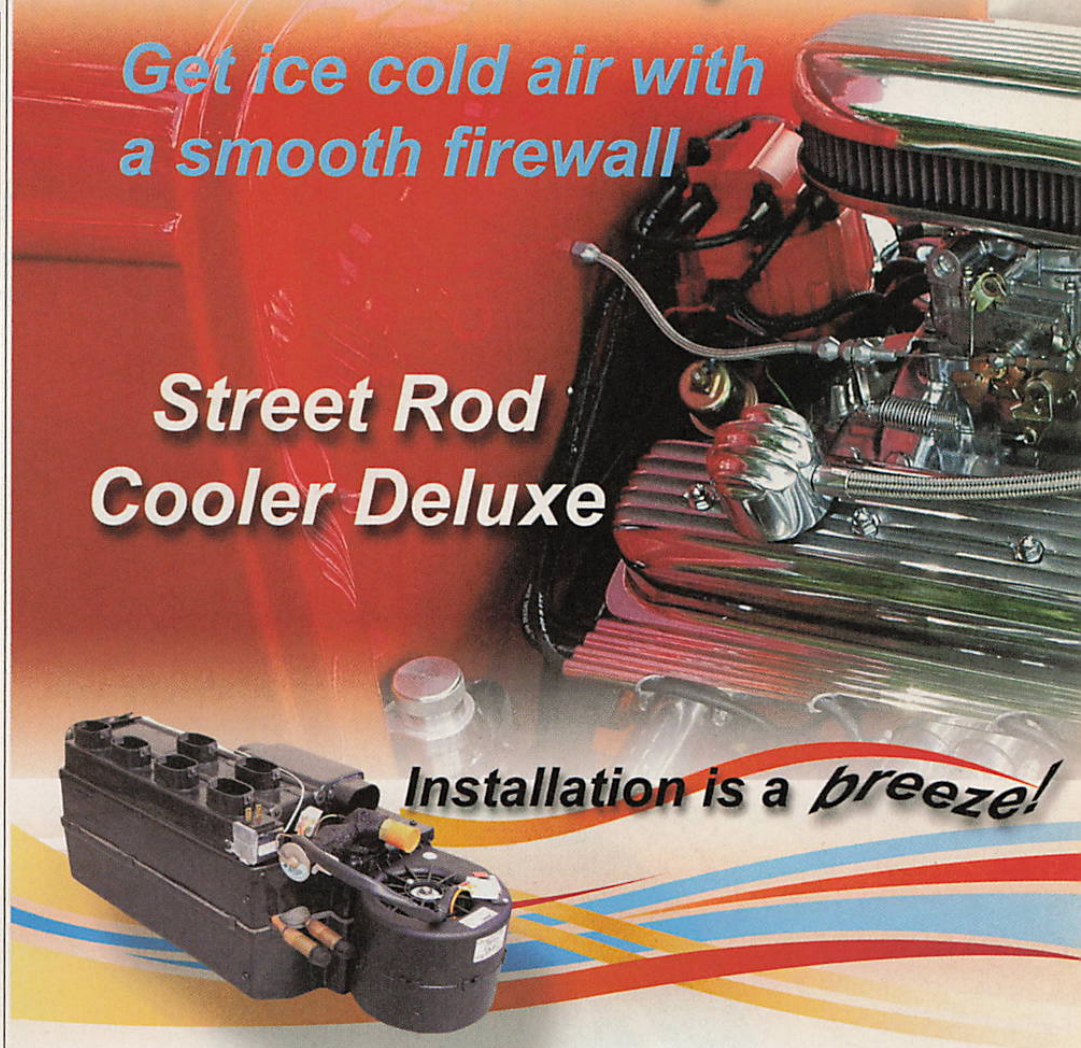

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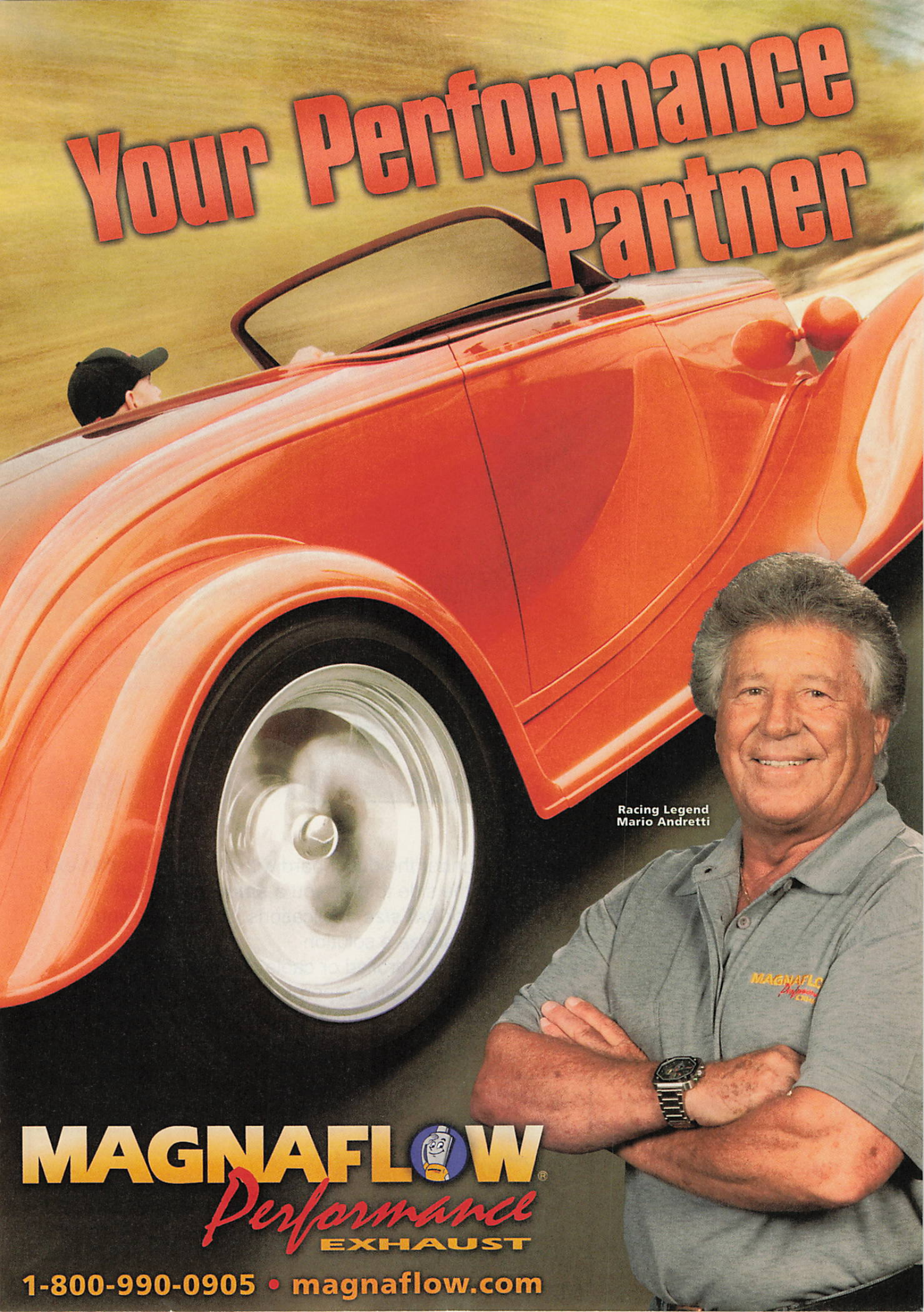
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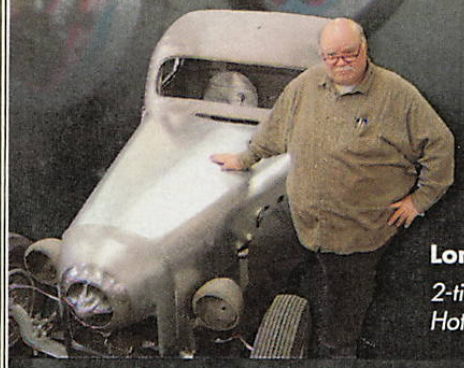

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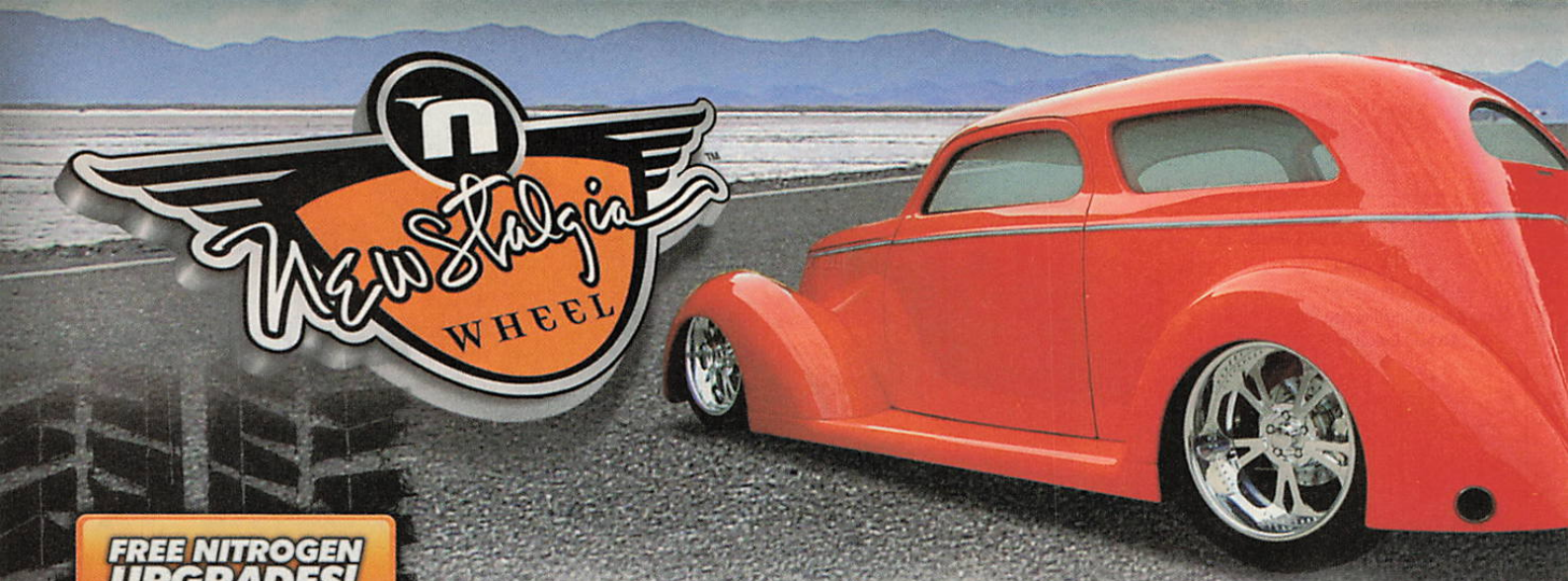

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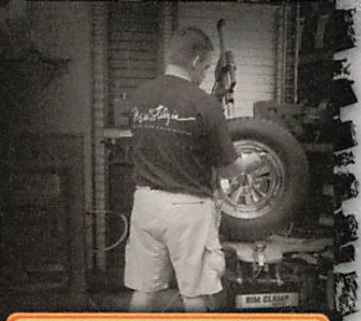

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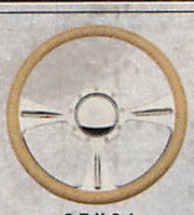

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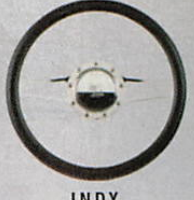

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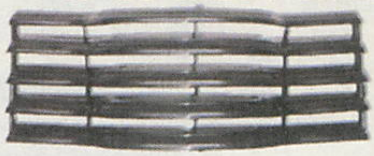

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Crank Hole Cover. 2 pieces $33 SET
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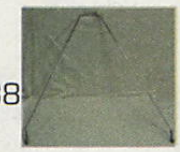

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'54 CHEVY

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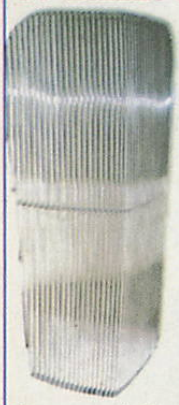

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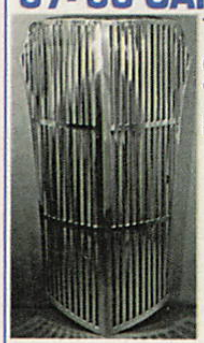

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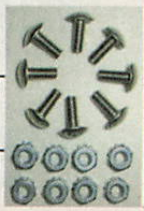

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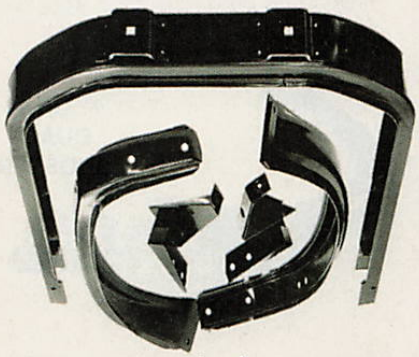

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short shaft pump with polished pulley shown left

37-38 pulley shown right

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	BULB6SDL_41-47	41-47	Sedan Delivery interior, parking and tail light kit	$22.00	SET
	BULB6CVT_47-48	47-48	Convertible, interior, parking and tail light kit	$18.75	SET
	BULB6SW_48	48	Wagon, interior, parking and tail light kit	$17.50	SET
	BULB6C_49-52	49-52	Car interior, parking and tail light kit	$26.00	SET
	BULB6SW_49-52	49-52	Wagon and Sedan Delivery interior, parking and tail light kit	$34.00	SET
	BULB6CVT_49-52	49-52	Convertible, interior, parking and tail light kit	$20.50	SET
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	BULB6CD_54	54	Car with directional signals factory installed, interior, parking and tail light kit	$33.00	SET
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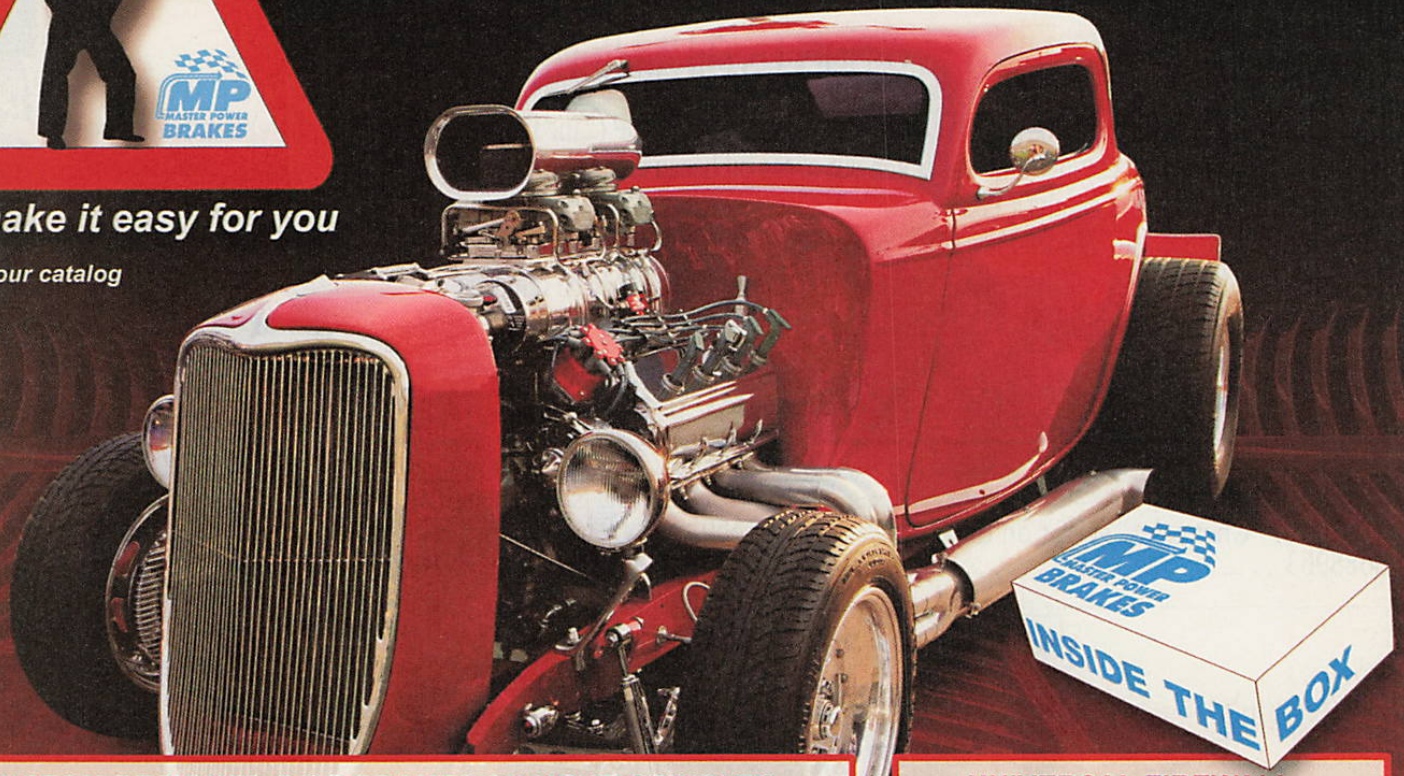
	BULB12C_39	39	Car interior, parking and tail light kit	$8.00	SET
	BULB12C_40	40	Car interior, parking and tail light kit	$12.25	SET
	BULB12C_41-48	41-48	Car interior, parking and tail light kit	$14.25	SET
	BULB12SDL_41-47	41-47	Sedan Delivery interior, parking and tail light kit	$20.00	SET
	BULB12CVT_47-48	47-48	Convertible, interior, parking and tail light kit	$15.25	SET
	BULB12SW_48	48	Wagon, interior, parking and tail light kit	$15.00	SET
	BULB12C_49-52	49-52	Car interior, parking and tail light kit	$18.00	SET
	BULB12SW_49-52	49-52	Wagon and Sedan Delivery interior, parking and tail light kit	$25.75	SET
	BULB12CVT_49-52	49-52	Convertible, interior, parking and tail light kit	$17.50	SET
	BULB12BA_50-52	50-52	Bel-Air, interior, parking and tail light kit	$18.00	SET
	BULB12CD_53	53	Car with directional signals factory installed, interior, parking and tail light kit	$30.25	SET
	BULB12C_53	53	Car without directional signals factory installed, interior, parking and tail light kit	$28.00	SET
	BULB12CD_54	54	Car with directional signals factory installed, interior, parking and tail light kit	$20.50	SET
	BULB12C_54	54	Car without directional signals factory installed, interior, parking and tail light kit	$20.25	SET

We're not like the rest. We're on the best!

We make it easy for you

Call for our catalog



CUSTOM DESIGNED DISC BRAKES ON YOUR SPINDLES

Are you having trouble finding a disc brake kit for your street rod?

Let us design and assemble disc brakes onto your original spindles.

Send us your spindles and steering arms and we'll return them with disc brakes mounted and ready to stop.

Rotor size will depend on the application

It's really that simple. Call for info.

Pontiac Buick Oldsmobile Cadillac

UNIVERSAL FIREWALL MOUNTED HANGING BRAKE PEDAL

7",8" or 9" DUAL BOOSTER

Great for 4 wheel disc

This hanging pedal assembly is available with a 7", 8" or 9" power booster and a disc/drum or four wheel disc master

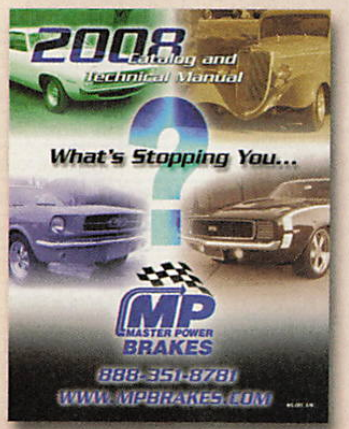
PRESCRIPTIONS FOR BRAKE HEADACHES

Brake diagnostic kit

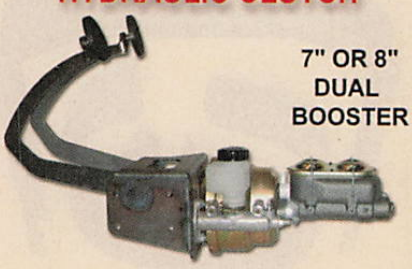
This neat little brake test kit gives you everything you need to troubleshoot problems, check your brake performance or to help you upgrade your system.

See it in our catalog

2008 Catalog and technical manual



UNIVERSAL UNDER FLOOR POWER BRAKE KIT WITH HYDRAULIC CLUTCH



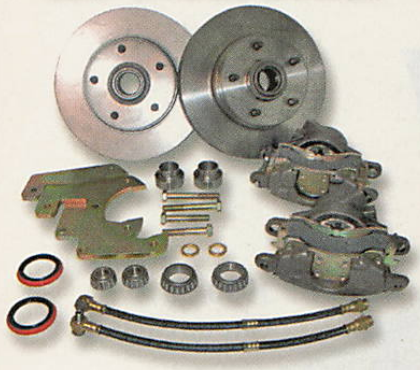
7" OR 8" DUAL BOOSTER

Our universal bolt on under floor power brake pedal includes a hydraulic clutch cylinder allowing you to retain a manual transmission.

Graphic design by NOZ Graphics: www.kissmyads.net

We're #1 in street rod four wheel disc brake components

EARLY STREET ROD BOLT ON DISC BRAKES



Bolt disc brakes to your original drum spindles with an easy bolt on disc kit. Includes brackets, calipers, pads, rotors, bearings, seals and hoses.

BASIC DISC BRAKE BRACKET KITS

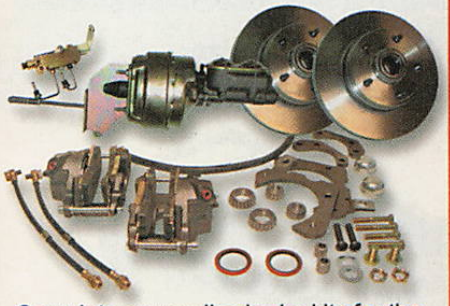
Ford
Chevy
Plym
Dodge

With one of our basic bracket kits you may obtain your own disc brake components to add disc brakes. Includes brackets, hardware, bearings and seals.
For 28-54 Chevy, Ford, Chrysler

EARLY CHEVY, FORD AND CHRYSLER DISC BRAKE AND POWER BRAKE KITS

Let us put a complete system together for you. We'll design a package that includes an under floor pedal, valving and all the disc brake components...***done right***!

1955-1970 FULL SIZE CHEVY POWER DISC BRAKE KITS



Complete power disc brake kits for the 1955-1970 full size Chevy include the power booster, master, prop valve kit and all disc brake components that bolt to the original spindles.

54-72 FORD POWER DISC BRAKE KITS

Front power disc kits that include the booster, master cylinder, prop valve and all the disc brake components that bolt onto original drum spindles.

MUSTANG II DISC BRAKES WITH SLOTTED ROTORS AND CORVETTE STYLE CALIPERS

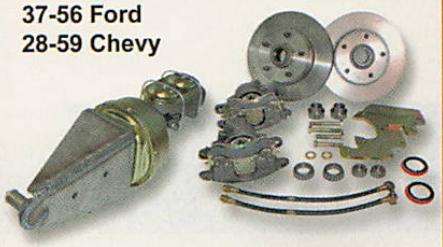
NO WHEEL OFFSET

Aluminum hubs 12" rotors stainless hoses

Get 65% more braking than the original Mustang II brakes with our kit. Includes aluminum multi pattern hubs, dual piston Corvette calipers and stainless hoses.

EARLY TRUCK DISC BRAKES AND POWER BRAKE KITS

37-56 Ford
28-59 Chevy



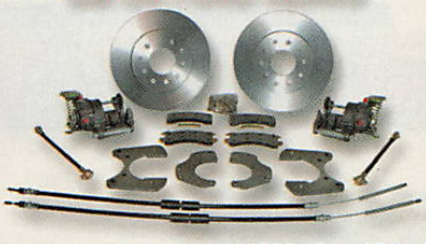
Add power brakes and disc brakes to your early truck with one of our complete easy bolt on kits. We'll give you all the parts you need...power brakes and disc brakes.

GM AND FORD REAR DRUM BRAKE UPGRADE KITS

Stop in 25 less feet from 60 mph

Upgrade your rear drum brakes with one of our GM or Ford rear big brake kits with ceramic shoes that will stop you in 25 less feet from 60 mph

REAR DISC BRAKE KITS GM OR FORD REARS



Add disc brakes to your GM 10 or 12 bolt or Ford 8" or 9" with a kit that includes calipers with integral parking brake.

The "Poor Mans" Rear Disc Brakes

Call about our Brake in a Box ceramic shoes

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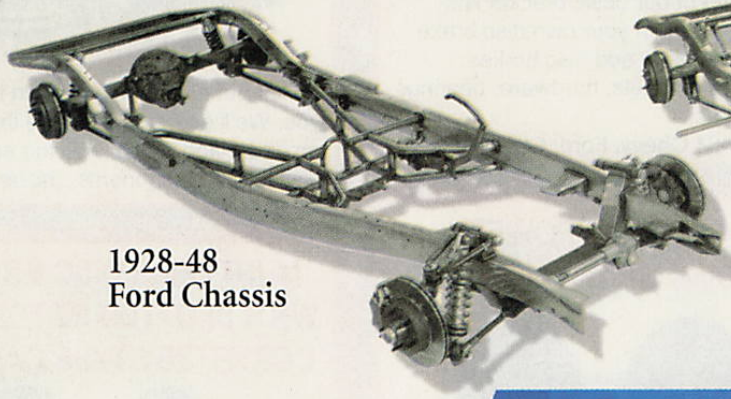
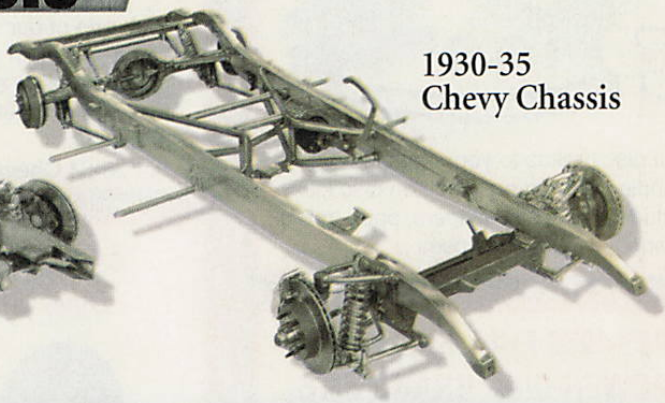
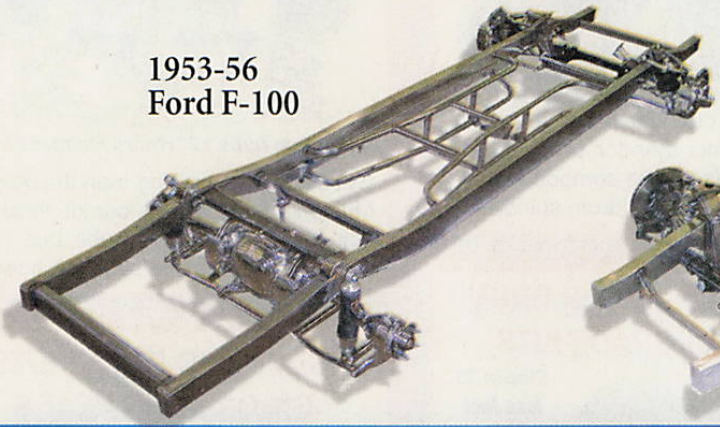


1928-48
Ford Chassis

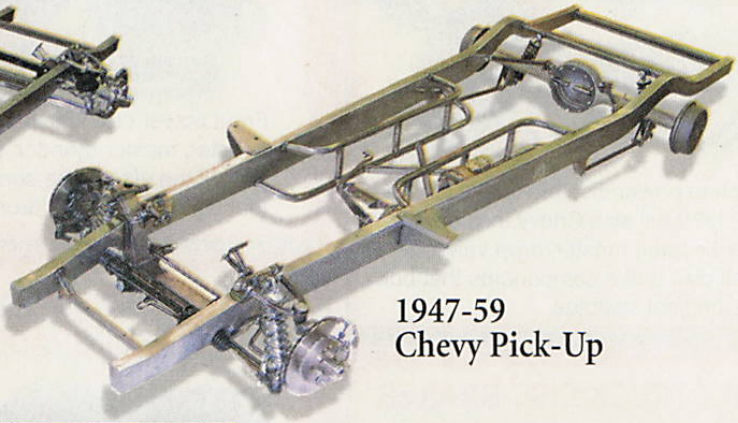


1930-35
Chevy Chassis

Classic Pick-Up Chassis

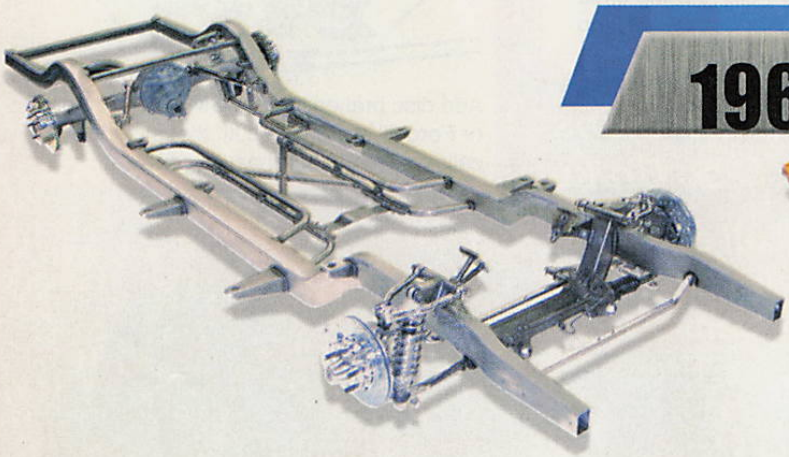


1953-56
Ford F-100

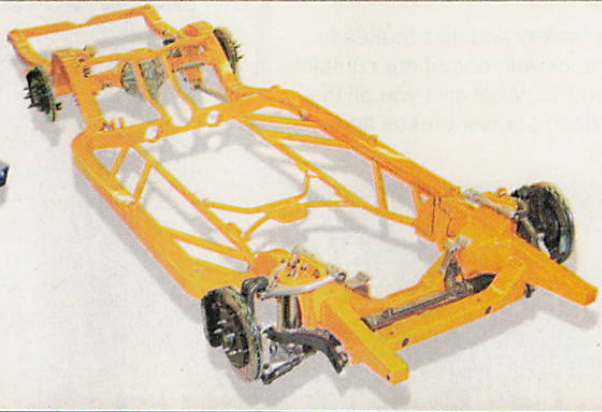


1947-59
Chevy Pick-Up

1955-57 Chevy Chassis



1964-72 Chevelle Chassis



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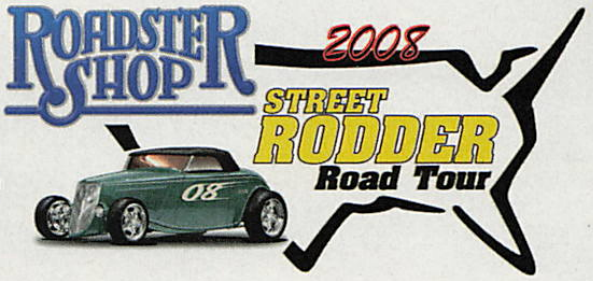
Builder of the 2008 Street Rodder Road Tour Speed '33



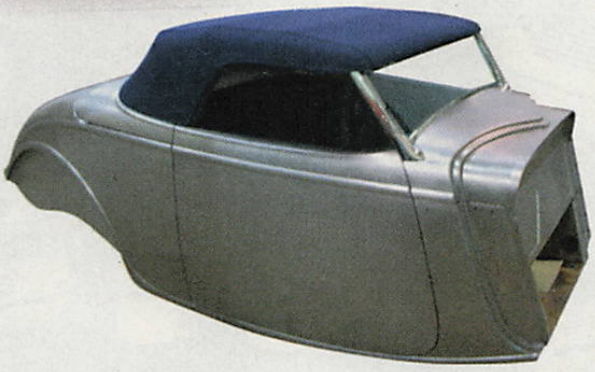
Speed '33 Roller Packages

The first to offer complete roller packages for the Speed 33. Don't waste precious build time researching and measuring to get the right parts to complete your car. Start with a custom built roller package that will put you months ahead in the build and is built with top name components that work.

american speed company

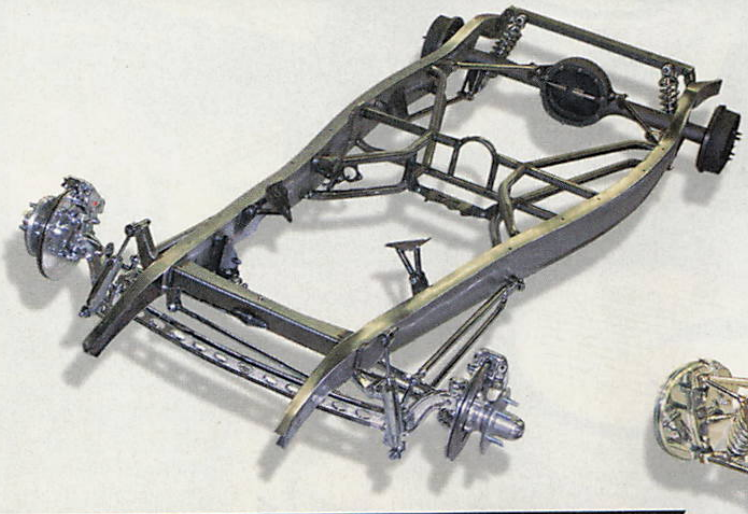
Speed '33 Body

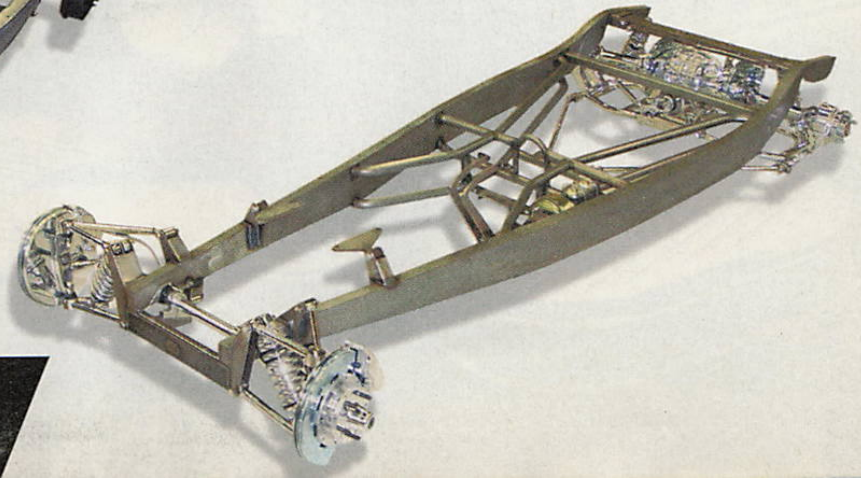
More interior room, retractable convertible top, all steel construction, incredible inner structure and panel fitment. Bodies are in stock and ready for immediate delivery. Available with several top colors and now with E-Coating.



Speed '33 Custom Chassis

The only exclusive chassis endorsed by American Speed Company that is designed to enhance appearance through a lengthened wheel base, pinched nose, custom frame rail design, lowered ride height, and perfect stance. Available in IFS or Drop Axle, and 9" Ford, Quick Change, or IRS. Available for both fendered and hi-boy cars.





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Patented AC Manifold Included

TRU TRAC
The Ultimate Serpentine System

Tru Trac serpentine systems include polished billet aluminum brackets & pulleys, Powermaster 105 amp alternator, Sanden SD-7 AC compressor, Maval power steering pump, high performance water pump, polished stainless ARP 12-point bolts, & Goodyear Gatorback belt.

CHEVY
Small Block From $1435
Big Block From $1535
LS 1/2/6 From $1745

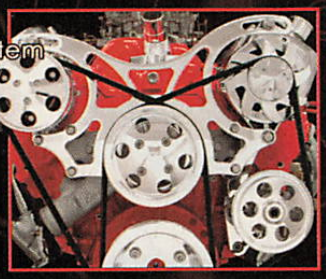
FORD
Small Block From $1595
Big Block From $1795
Ford FE From $1745

MOPAR
Small Block From $1745
Big Block From $2145
HEMI From $2145

V-TRAC
The Most Complete V-Belt Pulley System

V-Trac pulley systems include polished billet aluminum brackets & pulleys, 105 amp alternator, Sanden SD-7 AC compressor, Maval power steering pump, Edelbrock high performance water pump, polished stainless ARP 12-point bolts, & Goodyear Gatorback belts.

CHEVY
Small Block From $1195
Big Block From $1295



SYSTEM ACCESSORIES
Finishing Touches For Tru Trac & V-Trac

$199.95
Power Steering Hose Kit
Includes enough fittings, adapters, & hose to install most power steering systems.

$144.95
Power Steering Remote Reservoir
Smooth or Ribbed polished finish with -6 & -10 AN fittings pre-installed. Mounting bracket included.

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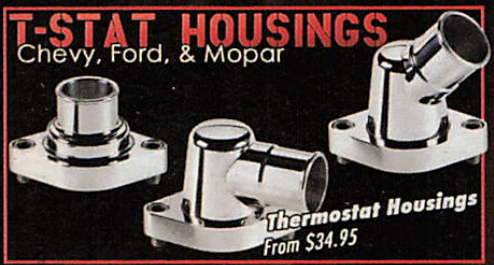
Chevy, Ford, & Mopar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OVERFLOW TANKS
Smooth & Ribbed

Overflow Tanks
$94.95 each
13" / 15" / 17"

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Heater & AC

Bulkheads
From $42.95

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Engine Accessories

Air Cleaners
From $114.95

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Engine Accessories

Air Cleaners
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Valve Covers
$199.95/pair

Breathers
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AIR CLEANERS
Triangle

$224.95
14-7/8 x 13-1/2 x 3-1/8

- Plain or Ball Milled Polished Finish
- Stainless mounting hardware
- K&N Lifetime Filter Included
- Fits standard 4-barrel carbs

AIR CLEANERS
Round

6-3/8" $69.95
10" $99.95
14" $149.95

- Plain or Ball Milled Polished Finish
- Stainless mounting hardware
- K&N Filter Included (6-3/8" only)
- Fits standard 4-barrel carbs

ALTERNATOR BRACKET
Low Mount - Short Water Pump

Big Block Shown

Designed For:
- Short Water Pump
- GM 60 to 80 Amp Alternator
- V-Groove Pulleys

Kit Includes: Polished billet aluminum brackets and stainless mounting hardware.

CHEVY
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$124.95

Alt. Pulley with Fan #85220 $54.95

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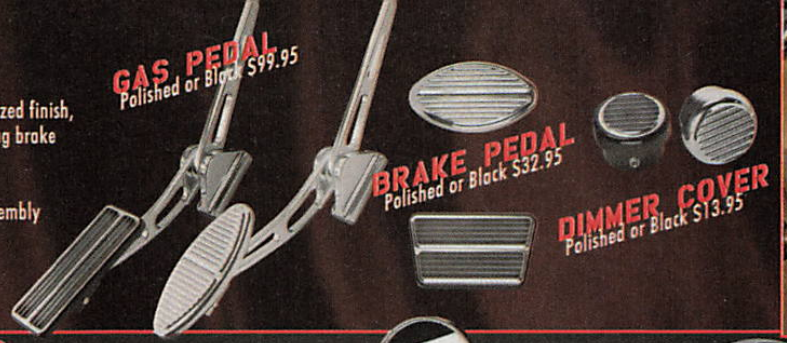
Universal Gas & Brake

Oval & rectangle design with polished or black anodized finish, available for cable style throttle control with matching brake pedal and dimmer switch cover.

- Spring loaded, infinitely adjustable gas pedal assembly
- 1/2-20 stud included with brake pedal
- Stainless set screw design for dimmer switch
- CNC machined non-slip surface



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Forged For Strength, Polished For Style

- Precision machined forged aluminum construction
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- High quality, distortion free glass
- Stainless steel swivel with nylon bushing

Kits include 2 mirror heads & 2 mirror arms with stainless mounting hardware

TECH TIP
Off-set mirrors allow for more angle of adjustment and better viewing.

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Ball milled handles feature an aggressive design for a high-tech look. Sold in pairs.

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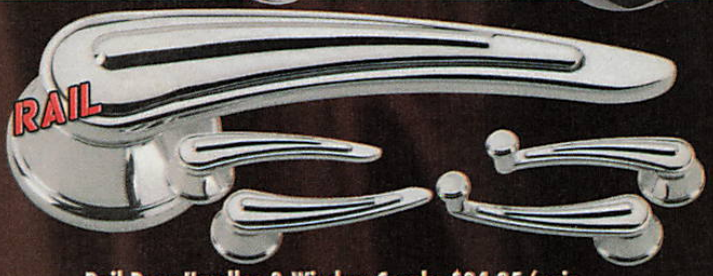

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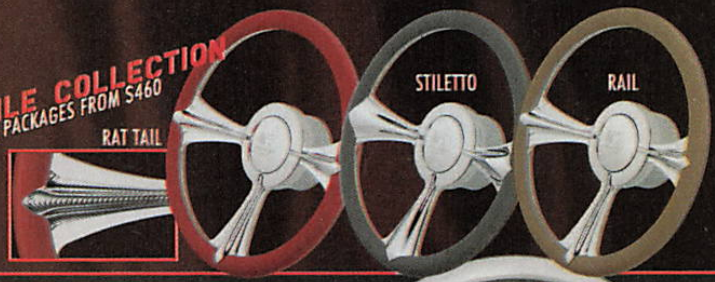
Billet Half-Wrap

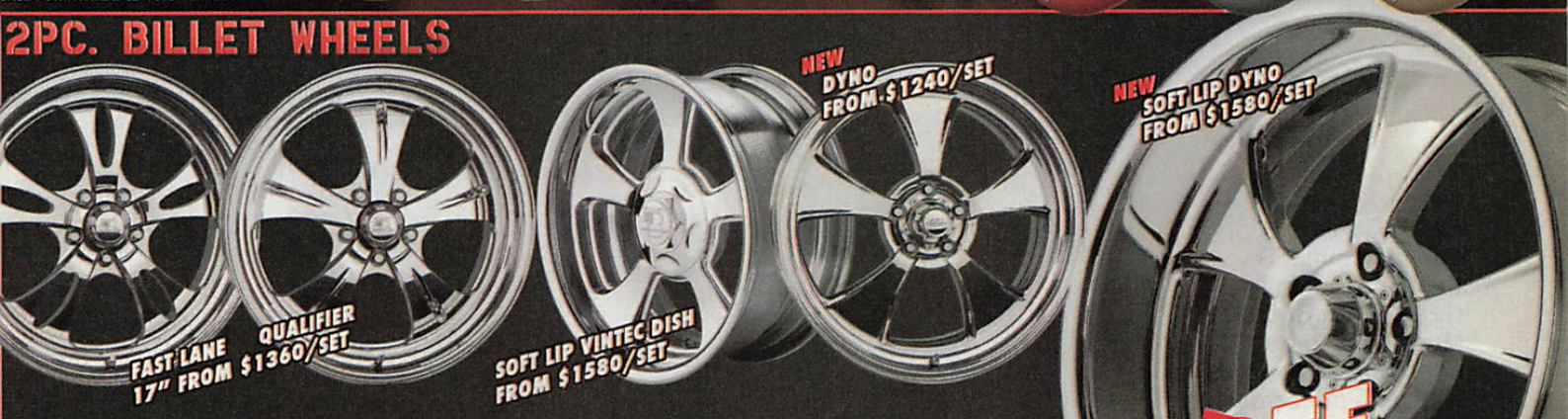
Complete 14" Steering Wheel Packages From $355

CALL FOR AVAILABLE 15.5" STYLES

PROFILE COLLECTION
COMPLETE PACKAGES FROM $460



2PC. BILLET WHEELS



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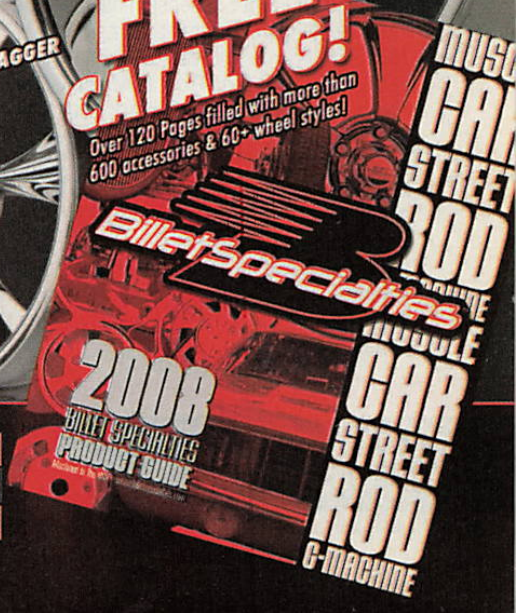

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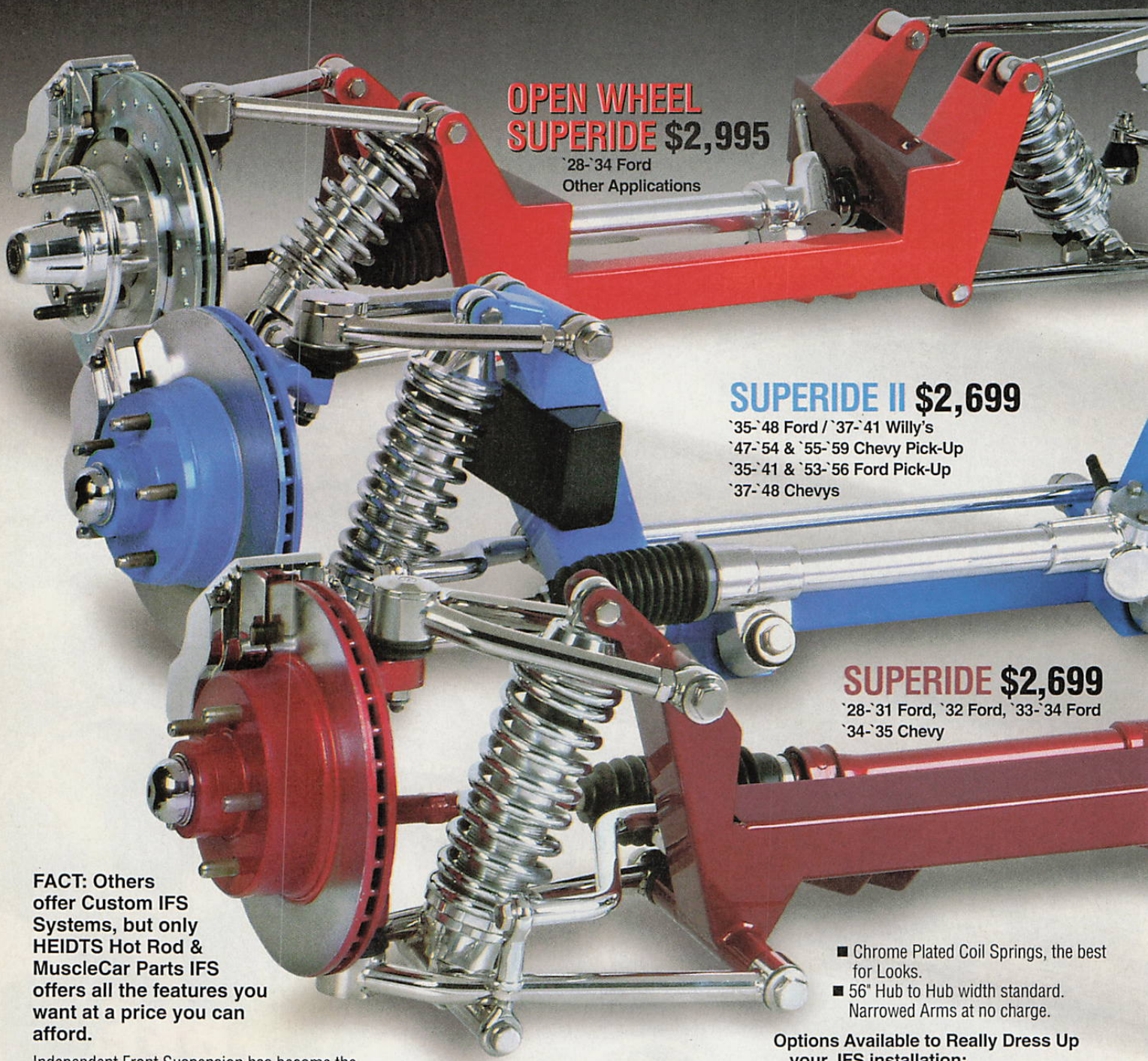

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`35-`41 & `53-`56 Ford Pick-Up
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Independent Front Suspension has become the industry standard for street rods. With a ***HEIDTS*** IFS you put real dollar value in your car, as ***HEIDTS Hot Rod & MuscleCar Parts*** is the recognized industry leader in Independent Front Suspension Systems. Why? ***HEIDTS*** specializes in Independent Front and Rear Suspension systems! ***HEIDTS*** has engineered the ultimate, the lowest and the smoothest ride in the industry today. Look at all the ***HEIDTS*** value added **STANDARD** features:

- Dropped Superide™ Spindle gives you a low riding, clean look.
- Strong, Real **One Piece** Spindle beats the "Bolt Together" bolt-on steering arm Spindle as the Smoothest, Cleanest look available.
- Stylish, Shaped Control Arms are tops in appearance.
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- ***HEIDTS*** NEW Billet Aluminum fully adjustable Coil-Over Shocks for high tech looks. Full Dampening and Ride Height adjustable.
- Chrome Plated Coil Springs, the best for Looks.
- 56" Hub to Hub width standard. Narrowed Arms at no charge.

Options Available to Really Dress Up your IFS installation:

- Polished Stainless Steel Control Arms and Hardware
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- Polished Billet Aluminum Coil-Overs for the first class look.
- Polished Aluminum Hubs look the Best, especially with Billet Wheels.
- Cross Drilled 11" Rotors for High Performance Braking

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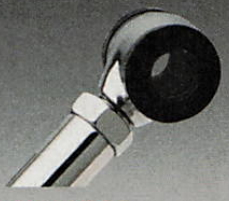
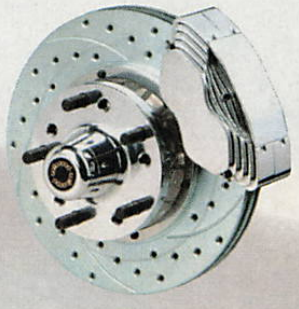
HEIDTS NEW Billet Aluminum Coil-Overs, fully adjustable for shock dampening and ride height **Standard**. Chrome Springs **Standard**. Polished Shock Bodies Optional.

INCLUDED
Polished Wilwood Billet Aluminum 4-Piston Calipers with 11" Rotors **Standard**. Polished Aluminum Hubs Also Available.



INCLUDED
Threaded Adjusters Allow **Full, Correct** Caster and Camber Alignment of your IFS no matter what ride height or rake you select. No more slippage or "not enough adjustment" excuses for incorrect alignment or worn tires. Do your alignment **Once, For Life!**



INCLUDED
Polished 11" Aluminum Hubs with Plain or Drilled Rotors. 12" or 13" Slotted and Drilled Rotors Also Available.

INCLUDED
Polished 17-4 Stainless Spindle available. **Polished** Aluminum Backing Plates available. Bolt-on Caliper Brackets allow many Big Brake Options.

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- Polished Stainless Steel Tie Rod Ends. Sealed for life.
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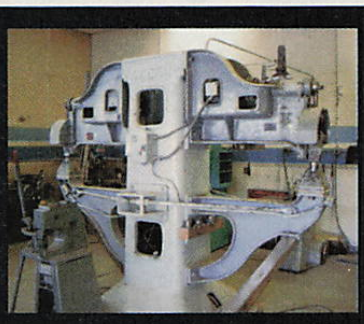
Steve's Auto Restorations Acquires Rare Double-Headed Power Hammer



Steve's Auto Restorations is an award-winning, 14,000-square-foot shop that restores elite collector cars and builds and fabricates all-steel show cars. Metalworking at this caliber requires special equipment, most of which was designed for craftsmen 80-plus years ago.

So, when owner Steve Frisbie heard about a rare Yoder K90-M double-headed hammer for sale, he didn't hesitate to buy it and have it shipped out from the Midwest to his shop in Portland, Oregon.

The Yoder shaper is a massive piece of iron that was once common in fabrication shops. This machine is of '50s vintage and is a rare tool very much in demand for the type of metal fabrication in which Frisbie's shop specializes. Many of these huge, heavy machines were recycled during World War II metal drives, so few remain.

SAR is renowned for old-world–style work and has an extensive collection of rare and desirable metal-shaping equipment. Although equipment such as the English wheel, Yoder power-hammer, and panel flanger are indispensable tools, they are virtually useless without extremely skilled operators capable of transforming flat metal into show-winning cars.

"We have a team of about 18 designers and craftsmen who build one-of-a-kind cars using metal fabrication techniques that have been passed down through generations," said Frisbie. "This new machine is perfect for what we do."

Frisbie recently was voted into the Darryl Starbird National Rod & Custom Car Museum Hall of Fame, where his name appears with the likes of such famous custom-car creators as Boyd Coddington, Sam and Chip Foose, George Barris, and Ed "Big Daddy" Roth. To learn more about Steve's Auto Restorations' services, give 'em a shout at (503) 665-2222, or visit www.stevesautorestorations.com.

Loose Nut Behind the Wheel

Goodguys' 2008 event season got off to a rockin' start as the 2nd annual Meguiar's Orange County Get-Together, which drew more than 1,500 cars and featured a two-day crowd in excess of 30,000.

One of the featured events was the Street Challenge Autocross, which attracted a wide variety of participants and included several classes of competition. Held on a specially designed course out on the blacktop on the east side of the spacious OC Fair & Event Center, the Autocross perimeter was packed all weekend with eager fans.

Nick Licata, of *Camaro Performers* magazine, won the coveted *Editor's Challenge* crown with a best lap time of 17.658. Licata was behind the wheel of Stacy Tucker's blue '69 Camaro for the winning time. BFGoodrich made a $1,000 donation on behalf of Licata and the event to the Petersen Automotive Museum.

Other editors and magazine reps who took their shots at the course included *STREET RODDER*'s own Tim Foss and John Barkley, *Car Craft*'s Doug Glad and Jeff Smith, *Popular Hot Rodding*'s Steven Rupp, *Super Chevy*'s Mike Harrington, and others. Mike Hodges was the winner of the Street Machine class, turning in a quick time of 16.64 behind the wheel of his Z06 Corvette. Aaron Vukasovich was the winner of the Street Rod class, running an 18.478 in his '41 International Truck.

Speedway Motors to Greet Golden Rodtronics Road Tour

On Monday, June 23, the Golden RODtronics leg of the *STREET RODDER* Road Tour heads out from the Back to the 50's show in St. Paul, Minnesota, with its sights set on Pueblo and the NSRA Rocky Mountain Nationals.

On Monday afternoon, we will visit the Dakota Digital facility in Sioux Falls, South Dakota. From Sioux Falls, we will head south to the evening destination of Lincoln, Nebraska, the home of Speedway Motors. On Tuesday morning, we will be treated to a special tour of Speedway Motors' incredible Museum of American Speed. After lunch, we will head west through Kansas and be part of a special cruise night in Hayes, Kansas.

On Wednesday, the tour continues into Colorado, where we will spend the evening in Golden near the Golden RODtronics showroom. Thursday morning, we will travel south and visit the Garden of the Gods in Colorado Springs. Then, it's on to Pueblo for a weekend of fun at the Rocky Mountain Nationals.

For more information about the Road Tour and the individual legs, please check the Road Tour ad in this issue of *STREET RODDER*, call the Road Tour Hot Line at (800) 664-1362, or visit www.streetrodderweb.com.

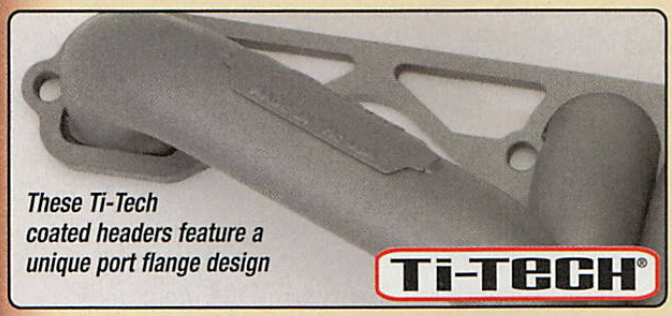
Edelbrock NEW STREET ROD EXHAUST

Block-hugger headers #65753 with Ti-Tech® coating for S/B Chevy

EDELBROCK INTRODUCES NEW BLOCK-HUGGER HEADERS FOR SMALL-BLOCK CHEVY

These new headers are designed for popular street rod applications. Edelbrock Block-Hugger headers have outstanding performance features such as mandrel-bent tubes with 3/8" laser-cut port and collector flanges. Block-Hugger headers are made of durable 16-gauge cold rolled steel tubing and are Ti-Tech® coated for superior durability and abrasion resistance to high heat environments. Block-Hugger headers include a graphite conical D-nut gasket for a better seal that won't burn out. The conical collector seal and flared extension pipe allow for easy and flexible exhaust system fabrication. These headers also feature a welded elbow for a cleaner appearing engine compartment. All necessary hardware and gaskets are included for a complete installation.

- **Made in the USA by Edelbrock for quality and performance**
- **Heavy-duty laser-cut flanges ensure a leak-free seal and superior fit with no alterations**
- **Made of heavy-duty 16-gauge cold rolled steel**
- **Durable Ti-Tech® coated for abrasion resistance**
- **Features a graphite OE style conical D-nut seal**
- **Includes a mating flange and flared extension pipe**



These Ti-Tech coated headers feature a unique port flange design

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BLOCK-HUGGER HEADERS WITH TI-TECH® COATING

Description	Part No.	Available
S/B Chevy LT1/LT4, fits Fast Burn, Edelbrock E-Tec 170 and Vortec heads (1-5/8" primary, 3" elbow)	65753	May 1, 2008
S/B Chevy with standard ports (1-5/8" primary, 2-1/2" elbow)	65743	May 15, 2008
Chevy LS Series (1-3/4" primary, 3" elbow)	65763	July 1, 2008

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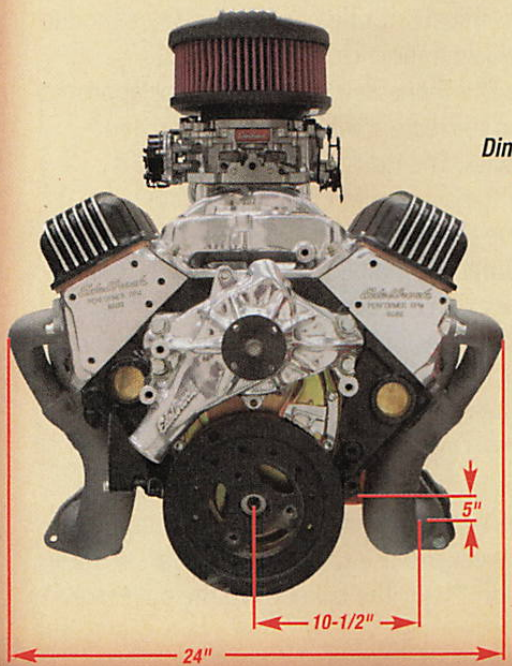
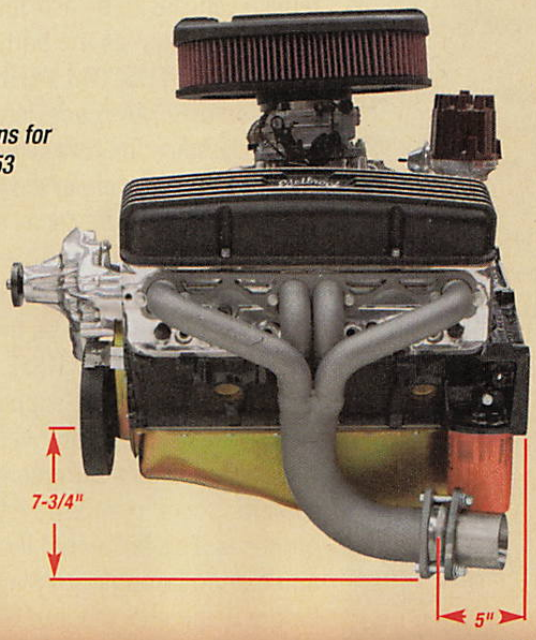


Dimensions for #65753



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Coker Tire Tour Charity Show Kickoff

The Coker Tire leg of the Road Tour to the Syracuse Nationals kicks off with a day of fun and fund raising for a good cause. On Saturday, July 12, a car show and silent auction will be held at the newly renovated Coker Tire headquarters in Chattanooga, Tennessee. Proceeds from the day's events will benefit the Victory Junction Gang Camp, founded by Patti and Kyle Petty in honor of their son, Adam.

On Monday, July 14, Coker Tire Tour participants will pay a very special visit to the Victory Junction Gang Camp in Randleman, North Carolina, to get an up-close tour of the facility. We will also personally present the proceeds from the show and silent auction to the wonderful folks at the camp.

The Coker Tire Tour is going to be a week of excitement on the road as we travel to the Syracuse Nationals. On Sunday evening, July 13, we will visit the Memory Lane Motorsports and Historical Automotive Museum in Mooresville, North Carolina, just north of Charlotte, and then we will stop and see our friends at Detroit Speed & Engineering on Monday morning.

We will travel through the beautiful state of Virginia after we leave Randleman on Monday afternoon. On Tuesday, there will be a visit at the Harley-Davidson assembly plant in York, Pennsylvania. On Wednesday morning, we will make a stop at POSIES Rods and Customs in Hummelstown, Pennsylvania.

It is then on to Binghamton, New York, for an evening party with some area rodders at the local Harley-Davidson dealership. On Thursday morning, we will head to our final destination of the huge Syracuse Nationals, for a weekend jam-packed with rods, customs, and musclecars covering the New York State Fairgrounds.

For more information on the Road Tour and the individual legs, please check the Road Tour ad in this issue of *STREET RODDER*, call the Road Tour Hot Line at (800) 664-1362, or visit www.streetrodderweb.com.

Important Legislative News

SEMA ACTION NETWORK
SAN
PROMOTING LEGISLATIVE SOLUTIONS FOR THE AUTO HOBBY

IDAHO REPLICAS: The Idaho House of Representatives approved a version of SEMA-model legislation to create a state motor-vehicle definition for replica vehicles and allow these vehicles to meet only the equipment and emissions standards in effect for the model year and vehicle being replicated. The bill next moves to the Senate Transportation Committee for consideration. The bill defines a replica vehicle as a "vehicle made to replicate any passenger car or truck previously manufactured using metal, fiberglass, or other materials. Replica vehicles must look like the original vehicle being replicated but may use a more modern drivetrain."

KANSAS STREET RODS/CUSTOM VEHICLES: The Kansas House Transportation Committee will consider SEMA-model legislation to create a vehicle-registration classification for street rods and custom vehicles and provide for special license plates for these vehicles. The bill defines a street rod as an altered vehicle manufactured before 1949 and a custom as an altered vehicle at least 25 years old and manufactured after 1948. The bill allows kit cars and replica vehicles to be assigned a certificate of title bearing the same model-year designation as the body of vehicle it most closely resembles.

MICHIGAN STREET RODS/CUSTOM VEHICLES: The Michigan House of Representatives approved SEMA-model legislation that would create a vehicle registration classification for street rods and custom vehicles and provide for special license plates for these vehicles by an overwhelming 107-to-1 bipartisan vote. The Michigan Senate Transportation Committee must now consider the bill. The measure defines a street rod as an altered vehicle manufactured before 1949 and a custom as an altered vehicle at least 25 years old and manufactured after 1948. The bill allows kit cars and replica vehicles to be assigned a certificate of title bearing the same model-year designation as the body of vehicle it most closely resembles.

TENNESSEE CUSTOM VEHICLES: The Tennessee State Senate has approved a version of SEMA-model legislation to create a vehicle registration and titling classification for custom vehicles. The House version of the bill is still currently pending in the House Transportation Committee. Both bills define a custom-built car as a vehicle that is built for private use and is not constructed by a licensed manufacturer or remanufacturer. Under the bill, kit cars and replica vehicles will be assigned a certificate of title bearing the same model-year designation as the production vehicle it most closely resembles.

WEST VIRGINIA ANTIQUE VEHICLES: The West Virginia House and Senate approved SAN-supported legislation that would amend state law governing antique motor vehicles to expand their permissible use. Under current law, use of antique vehicles is strictly limited to club activities, exhibits, tours, parades, testing, obtaining repairs, and for recreational purposes. This bill would increase weekend use to begin on Fridays at noon and extend through Monday at noon. Next, the bill goes to the governor before being enacted into law.

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*Source: NPD; 12 months ending November 2006.

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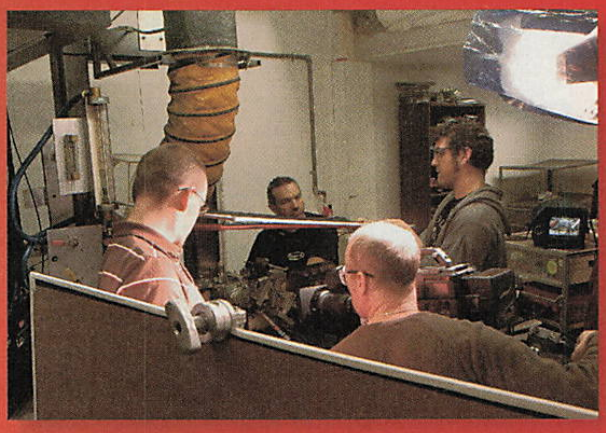
Demon Carburetors on *How It's Made*

After 11 hours of filming, the Montreal-based documentary makers of the *How it's Made* TV show completed their work at Demon Carburetion. They spent the morning in the assembly areas, and they filmed extensively in the machine shops and the wet-flow room in the afternoon. They finished the show with engine-bay footage of a Demon carburetor in operation. With almost 600 short films produced, the Demon carburetor segment will be the first to represent our industry.

Within 45 days, a non-narrated adaptation will be reviewed and approved. Following collaboration with the scriptwriter, the narrative will be created, the voice-over performed by Zac Fine (American version), and the finished product aired by the Discovery Channel next winter. Stay tuned!



2008 Vintage Drag Racing Update

Goodguys will hold three premier vintage drag racing events this summer and fall throughout the Midwest, beginning with the 20th Hot Rod Nationals at O'Reilly Raceway Park in Indianapolis on June 6-8. The racing action continues September 5-7 with the 7th Blue Suede Cruise at Summit Motorsports Park in Norwalk, Ohio. Rounding out the Goodguys '08 vintage drag racing event lineup is the 1st Goodguys Nostalgia Nationals, October 17-19, at historic Beech Bend Raceway Park in Bowling Green, Kentucky.

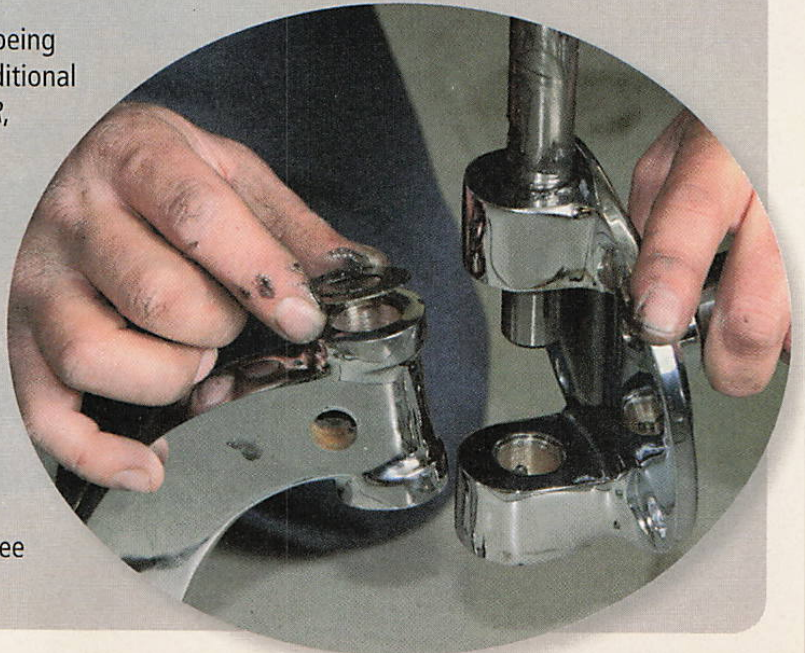
Online pre-registration is now open for all three events and is available to current Goodguys members. If you are a current member, you can pre-register for any of the three Midwest vintage drag racing events by visiting, www.good-guys.com/events/eventsList.aspx?year=2008.

You do not need to be a Goodguys member to race at these events. Non-members can pre-register for each of the three events for $75 by telephone only, so call (925) 838-9876. For tech questions and other racing-related questions, call Troy Coker at (317) 496-9056, or Larry Westervelt at (925) 895-7878.

Department of Corrections

What's wrong with this picture? Other than the spindle being upside down, not much. We showed how to assemble a traditional front suspension system in the July issue of *STREET RODDER*, in the story titled "Ultimate Underpinnings." Fortunately, we explained and showed the proper orientation of the spindle in other photos, but the spindle was inadvertently held upside down when we snapped a shot depicting the kingpin installation. We can assure you it was right side up during final assembly. We apologize for the confusion.

We also used Super Bell's forged '28-34 Ford-style cross steering, and Pete & Jake's would like to clarify that steering arms should have about a 1-¼-inch drop for dropped axles with four-bars or hairpins. The company also wanted to clarify that solid axle alignment specifications call for 5 degrees positive caster, ½-degree positive plus/minus ½-degree camber, ⅛ toe-in for radial tires, and 3/16-inch for bias-plies.



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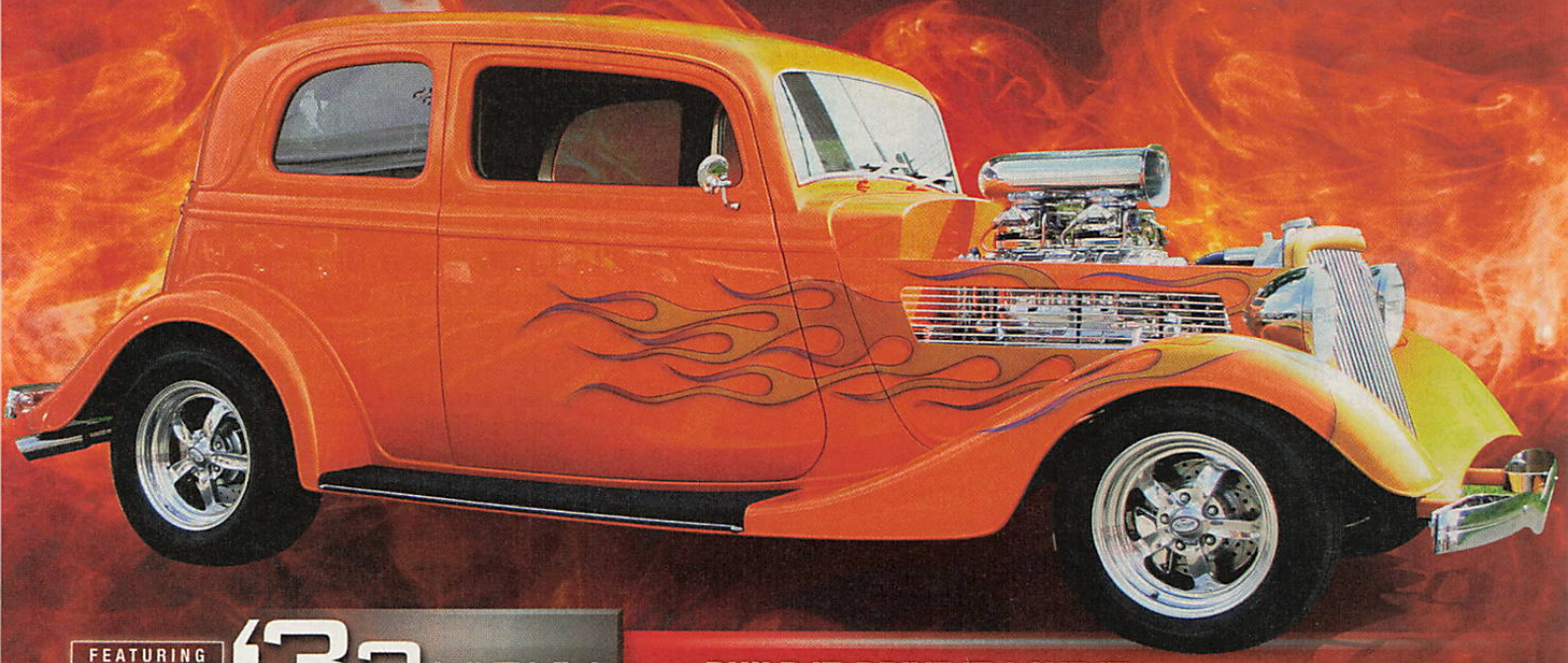

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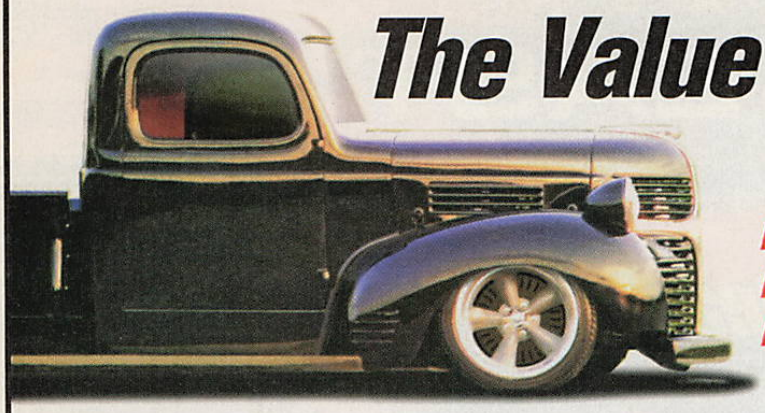

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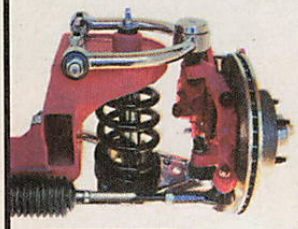

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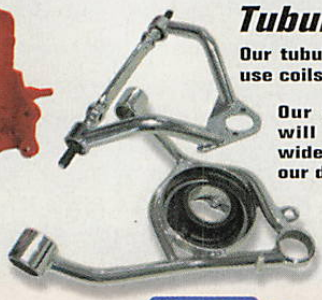

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- 1955-60 Chevy Cars
- 1964-72 Chevelle
- 1934-55 Chrysler
- 1934-55 Desoto
- 1934-56 Dodge Cars
- 1959-63 Ford Cars
- 1955-57 Thunderbird
- 1940-53 Hudson
- 1935-40 LaSalle
- 1949-56 Lincoln
- 1949-56 Mercury
- 1940-48 Nash
- 1934-56 Olds*
- 1935-54 Packard*
- 1934-56 Plymouth
- 1937-58 Pontiac
- 1948-62 Studebaker*
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*most series applications

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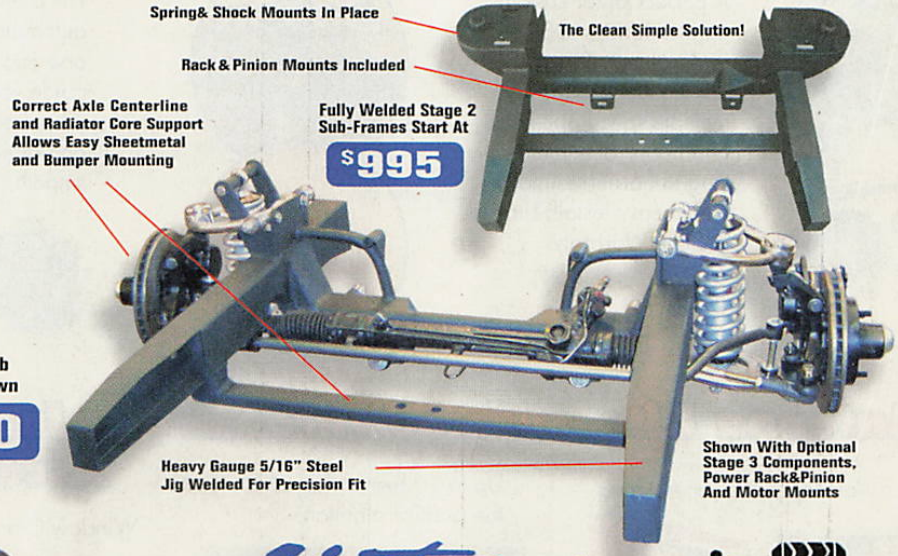
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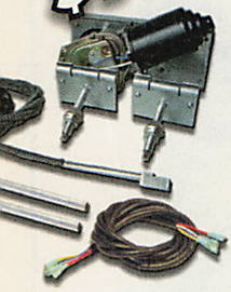
Universal Wiper Kit

from $149



A perfect kit for custom applications or OEM replacement. Top or bottom mount, dvanced multiple speed operation and heavy-duty motors. Plug-in harnesses make for an easy install. Limited Lifetime Warranty.

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The Ultimate accessory for any automated moving or lifting operation- let your imagination guide you. Heavy-Duty motor, pre-wired, Built-in limit switch and digital potentiometer for smooth, reliable operation.

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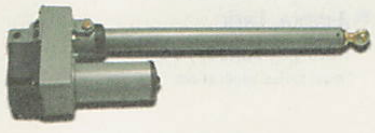

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Hidden Antenna

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Flush Mount Antenna- billet tip can be sanded to body contour.

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Up to 20 feet of flames at the push of a button.

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Zero™Flex Hinge Design, built-in wire looms, reinforced hinge pockets and 3-axis adjustment make Autoloc's™ suicide hinge the standard for reliability and smooth operation.

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- Built In Wire Loom
- Lifetime Warranty

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Increases the safety of yourself and your delightful passengers. Used for any type of door and available in automatic, electric model with L.E.D status indicator. Comes with all necessary hardware and features limited lifetime warranty.

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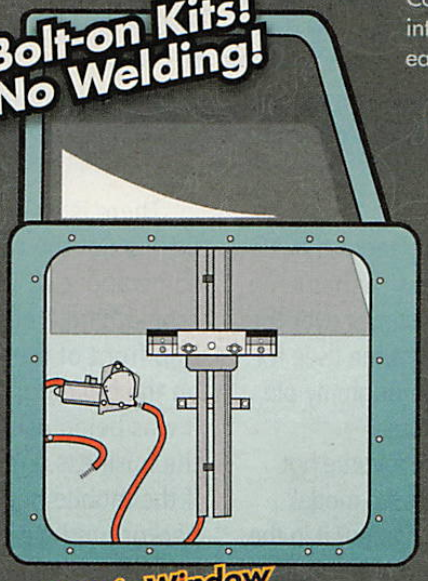
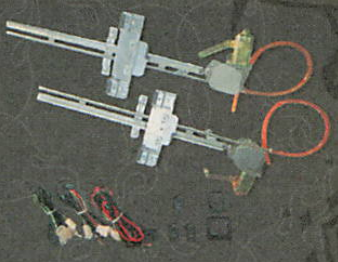
Bolt-on Kits! No Welding!



Convert old flat glass windows into power windows quickly and easily.



- Heavy Duty Motors
- Bolt In Installation
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Turns your factory window crank into an electric switch for your power windows, yet maintains factory look and feel. Crank arm not included.

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Sturdy construction holds most beverage sizes. Sleek design and polished chrome finish enhances any interior.

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Tri-bar headlights with turn signal in clear or orange. Interchangeable color dots and a 55 watt bulb enhanced with OmniView™ Technology.

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Bear Claw Latches

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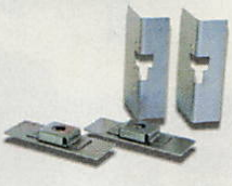
Power

Power Bear Claw Latch System- compact bolt-in power latches, available in small or large kits.

Manual

Bear Claw Latches- dual rotary claw latch for durability and reliability. Small or Large kits.

Install Kits



Bear Claw Install Kits- makes installation of latches accurate and hassle-free. For Large or Small latches.

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RODDERMAIL

BY BRIAN BRENNAN | brian.brennan@sourceinterlink.com

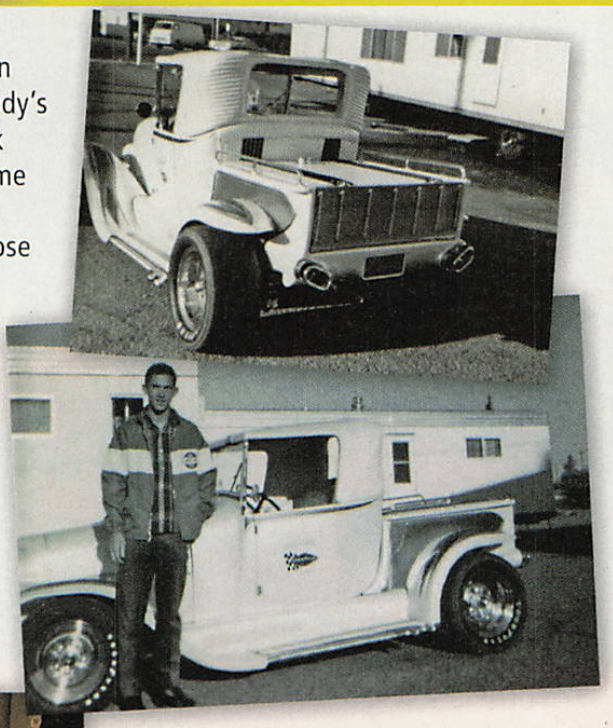
Ala Kart

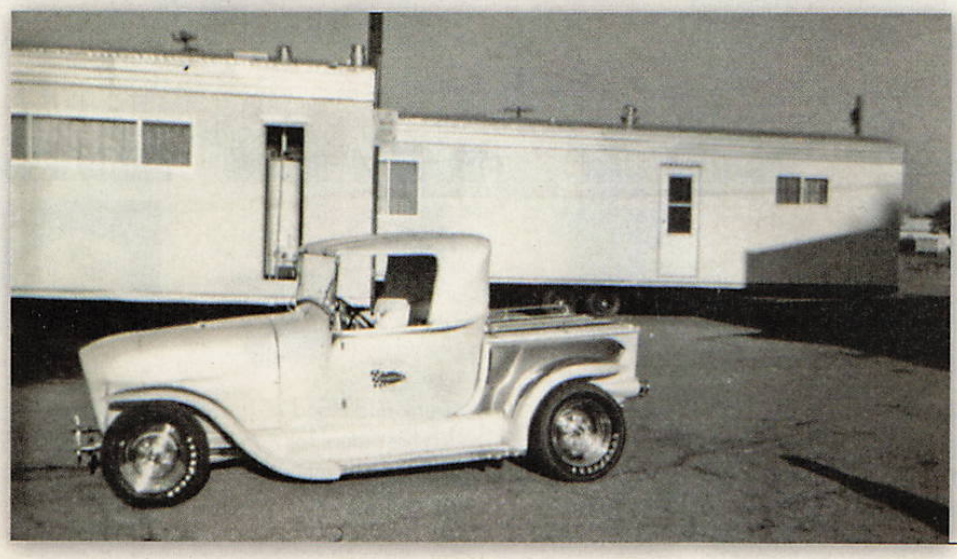
I just finished reading about the *Ala Kart* in the May issue. This car has been in your magazine several times over the past few years, and every time I see it I tell myself I should dig through my old stuff and find these pictures.

It is one of my all-time favorite hot rods, too, and having built the model when I was a kid and read about it in the magazines, I was shocked to see it parked in an empty lot as we were driving by in the fall of 1968 in Phoenix, Arizona. I graduated from high school that year, and my family and I had driven over from Albuquerque to watch the IndyCar races at Phoenix International Speedway.

There is a Goodyear decal on the side of the car with somebody's name above it. It looks like Jack "something," and the same name is in front of the Goodyear sign on the building, as well. I suppose it was being used to promote the business. I'm not sure if the mobile homes in the background were part of the business or just the business next door.

Anyway, I'm drooling all over the car and this guy comes out of the building and starts talking to us about it. Then, he says he was just about to move it around back and tells me to jump in. After giving me a short ride in the *Ala Kart*, he parks it in the garage at the back of the building. This was one of those things you never forget, even though it all occurred in less than 30 minutes. Every time I see or hear about the *Ala Kart*, it reminds me not only of that experience but of that time in my life.





I went on to race open-wheeled cars for about 10 years and then settled in to raising a family and earning a living. My love of cars has never waned, and I am in the middle of a '37 Ford street rod right now.

Thanks for a great magazine, loaded with helpful info for the do-it-yourselfer, and also for the many memories!

Dick Shaw
Albuquerque, NM

The Ala Kart *was, from its inception, a magnet for hot rodders. To this day, the car draws large, and consistent, crowds, no matter where it rests. Thanks for sharing the memories and the photos, as this gives hot rodders one more piece of the puzzle in the continuing saga of one of the bench-mark cars of our hobby.*

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THUMPR™ CAMS DELIVER INCREDIBLE MUSCLE CAR SOUND AND A NEW LEVEL OF STREETABLE PERFORMANCE

If you're a real performance enthusiast, you just can't help but be a little envious when you hear a Thumpr™ Cam by COMP Cams®. Nothing makes heads turn quicker at a car show or cruise night than a hot rod with a hard hitting, high performance idle. In their ongoing quest to redefine the limits of modern valve train technology, the COMP Cams® engineering team called upon 30+ years of design experience to develop the Thumpr™ series of camshafts. The result of this effort is a series of performance camshafts that deliver the ultimate in modern performance and an incredible exhaust sound.

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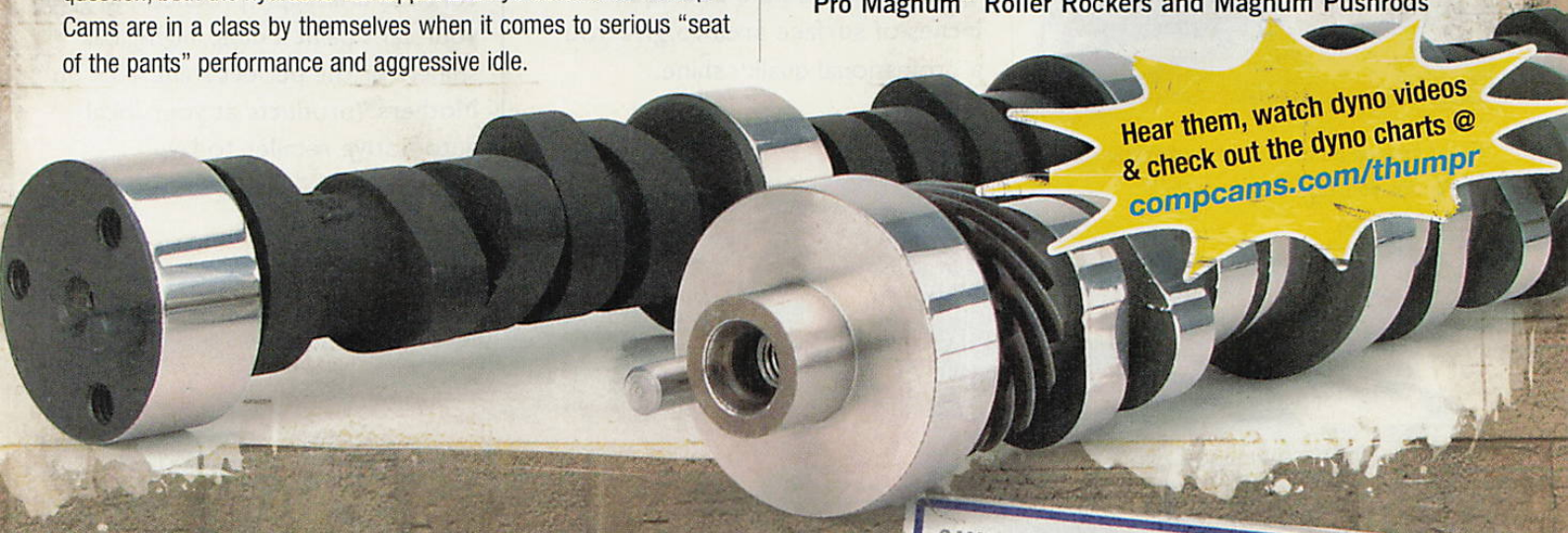

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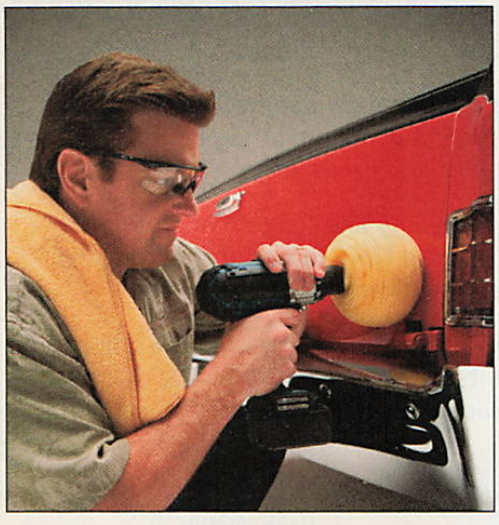
Introducing PowerBall 4Paint,™ the latest innovation from Mothers® Polish.

While the original PowerBall® and PowerBall Mini® make quick work of metal and plastic, the new PowerBall 4Paint™ gives a show-quality shine to any car's paint, especially those with clearcoats. Designed to cover large surfaces, it also makes quick work of contours and hard to reach areas.



It's all in the foam.

The secret to the PowerBall 4Paint™ is the advanced micro-cellular urethane foam that boasts an amazing 100 pores per square inch for controlled absorption and precise release of any Mothers® polish and wax. Its 552 gentle foam fingers easily conform to irregular surface areas providing an even and thorough application. That's an incredible 828 square inches of surface area to give you a professional quality shine.

Easy to use.

Just attach PowerBall 4Paint™ to your cordless drill, apply product, and give your car's paint a deep, high-gloss shine. For the perfect shine, pick up Mothers® products at your local automotive retailer today.

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– Chip Foose

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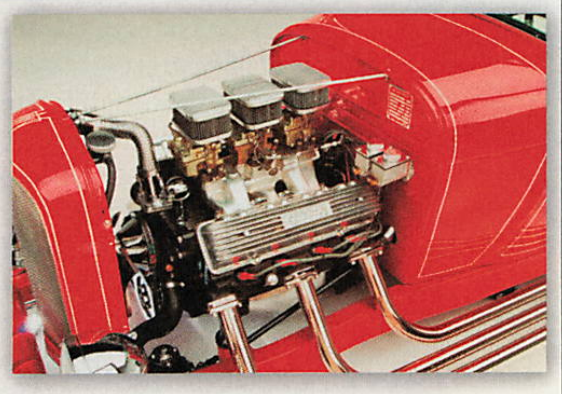
BIGS 'N' LITTLES

I thought you'd enjoy this picture. My husband, Joseph Panebianco of Huntington Beach, California, and his granddaughter, Bella Powell of Skaneateles, New York, got "looka-like" rods.

Annemarie Panebianco
Via the Internet

We are always in favor of the little ones following in the footsteps of us older ones. Can't have enough youth coming up through the ranks to keep our hobby going strong. By the way, your granddaughter's roadster is better-looking than any of the staff cars. Hmmm, we need a benevolent grandpa, too!

RENEGADE REDUX



The "Renegade Redux" article in your "Milestones" section of the May '08 *STREET RODDER* was really good. I was particularly interested in the information about the Cad engine, as I have had some experience with marine versions of this engine.

In the 1950s to early 1960s, the Cal Connell Cadillac Crusader marine engines were offered in boats, such as the Chris Craft Cobra and Century Coronado. It was common for Cadillac-powered Coronados to reach 60 mph—butt-kickin' speed for pleasure boats of that era.

Just by way of trivia, the valve covers shown in your article were also offered on some Cal Connell Cads with solid lifters. Cadillac Crusader or Century Coronado offered these "hump" covers with the option of having the boat owner's name cast in the center. You are correct that these are rare. Also rare is the Cal Connell line of engine parts marketed as Detroit Racing Equipment Co. I am fortunate to have an intake by DRECo, 2x4s for the Cadillac.

Mr. Connell was an early pioneer in speed equipment and camshaft engineering.

Charley Quimby Jr.
Bay Machine Co.
St. Leonard, MD

Thanks for the kudos on the article, Charley. We are sure the article's author, Chris Shelton, will appreciate the words. Also, hot rodders can't seem to get enough trivia, so your points are well-taken and appreciated.

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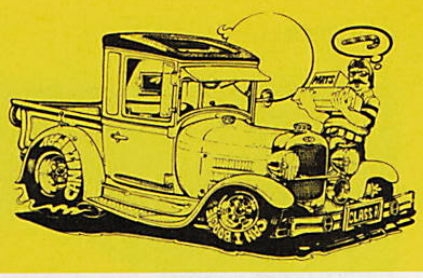

BY BRIAN BRENNAN | brian.brennan@sourceinterlink.com

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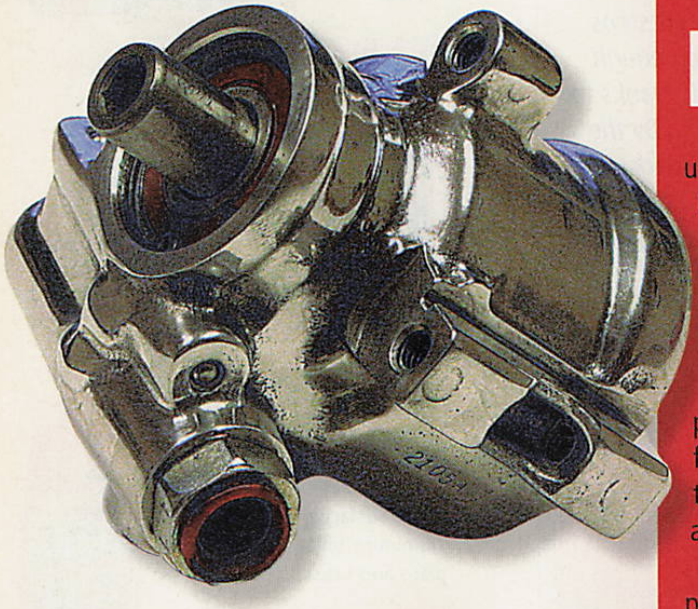
Clean-Air Program

Billet City introduces its all-new Super Wedge air cleaner, with design patent pending. The basic shape is tapered with the rear being wider than the front, reminiscent of a the front end of a '32 roadster. This air cleaner is made from 6061-T6 aluminum, not cast, and is polished to a mirror finish. There are also several different styles of engraving from which to choose. The filter is high quality and cleanable, so it will last for years to come. Made in the USA.

Billet City
(909) 794-7174
www.billetcity.com



Linked

Inglese now offers a complete system or hundreds of individual components to fit virtually any multi-carburetor or throttle-body application.

Finding just the right parts for your Weber-carbureted induction system is no longer the challenge it used to be. The new Inglese 4-Carb Weber Induction Linkage Kits provide all the pieces to make your throttle system work perfectly and look great. Inglese offers hundreds of parts to provide correct linkage geometry to avoid potential binding conditions. Offered either in the standard anodized finish or an optional chrome finish for added impact, the Inglese throttle components are precision-designed for perfect operation and are sold individually or as kits.

The Inglese 4-Carb Weber Induction Linkage Kits are pre-engineered specifically for Weber carburetion, rather than generic applications, and can be purchased as complete systems, including Weber linkages, roller bearing bellcranks, hardware, and link bars.

Inglese
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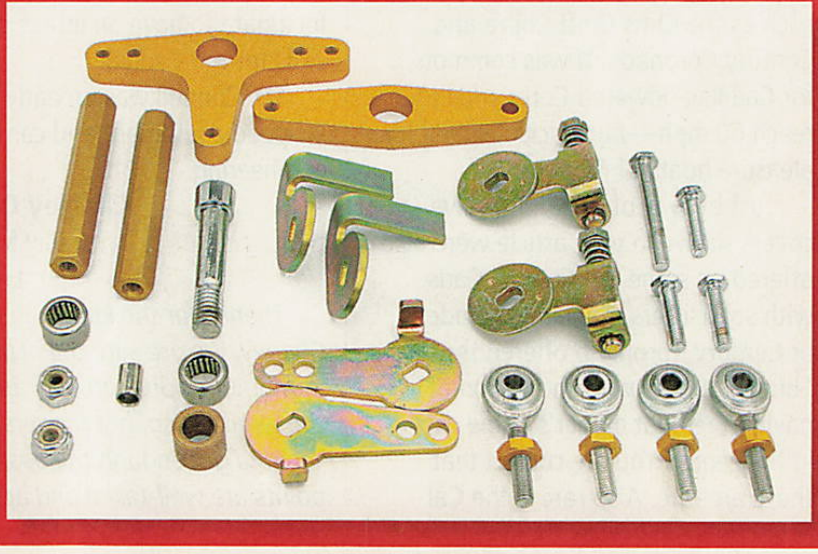

Power To The Pump

Borgeson Universal introduces an all-new aluminum power steering pump. The aluminum housing saves you 15 percent on weight compared to the standard steel pump. This pump can also be preset from Borgeson Universal to accommodate racks that require lower pump pressure. Mounting systems and pulleys are also available for a variety of applications.

Borgeson Universal
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Art Morrison Has The Industry's Widest Selection Of Chassis And Components. Put A New Chassis Under Your Car Or Modify The Existing Frame In Stages.

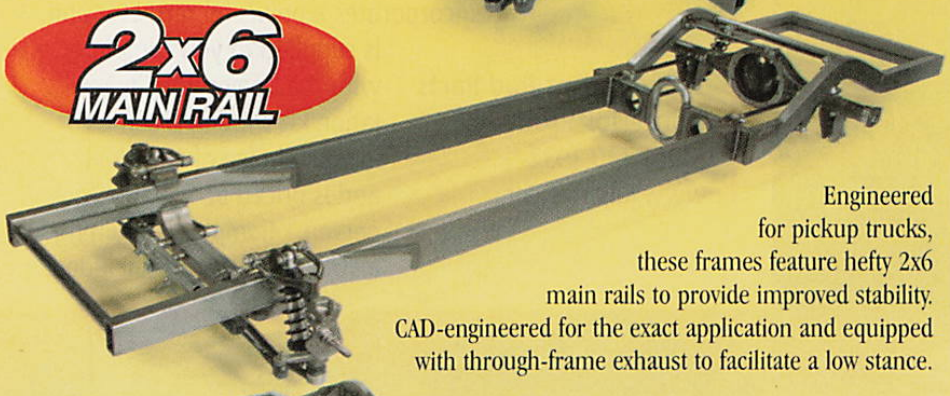
MAX MuscleCar Chassis

Designed for unibody-type muscle cars. Features AME IFS or Corvette C6 front suspension and 9" rear housing with a triangulated 4-bar. Thru-frameexhaust for lower stance. CAD-engineered for the exact application.

4x4 MAIN RAIL

Ideally suited to heavier vehicles like convertibles and station wagons, the chassis features dual 2x4 frame rails to provide increased strength. Many front and rear suspension options, including our Air Spring-Plus setup.

2x6 MAIN RAIL



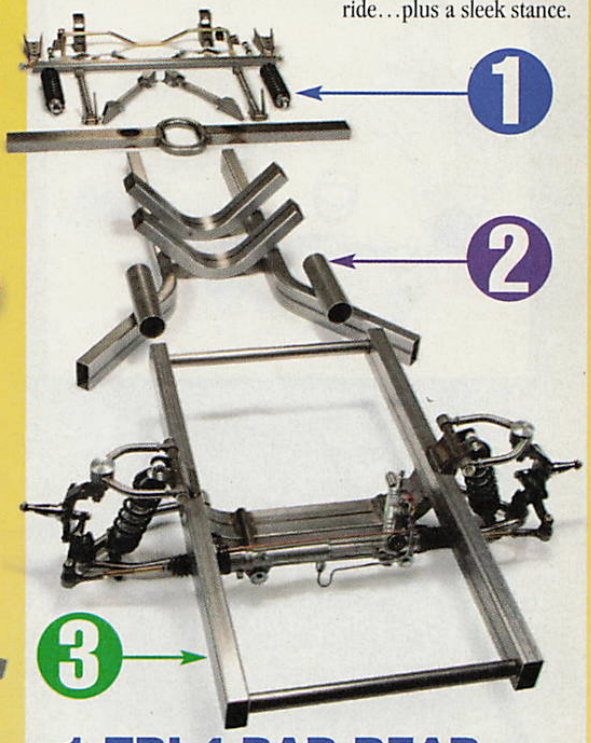
Engineered for pickup trucks, these frames feature hefty 2x6 main rails to provide improved stability. CAD-engineered for the exact application and equipped with through-frame exhaust to facilitate a low stance.

AIR SPRING PLUS

Available in both PROfile (perimeter) or straight-rail designs, these frames utilize AME's popular Air Spring-Plus suspension fore and aft. Features through-frame exhaust provisions for a lower stance. 2x4 mandrel-formed rails.

EASY AS 1-2-3

Don't want to take the body off the frame? You can splice these sections into your existing frame and enjoy the benefits of a contemporary suspension. Get improved handling and ride...plus a sleek stance.



1 TRI 4-BAR REAR

Our triangulated 4-bar rear suspension can easily be adapted to most vehicles and provide outstanding acceleration and lateral control. The kit includes the poly-bushed link bars, crossmember, 4-bar mounts for the rear end housing and frame, shock mounts, sway bar and coil-over shocks.

2 CENTER SUPPORT

Here's the easy way to stiffen your chassis for improved handling while providing convenient through-frame routing for the exhaust. This facilitates a lower stance without worrying about mufflers hanging below the frame. The mandrel-formed 2x4 tubes can easily be trimmed to fit most any frame.

3 BIKINI CLIP

Take the front crossmember section out of your frame and insert an AME "Bikini" clip just behind the OEM core support and in front of the kick-up. Your choice of an IFS with coil-overs or an Air Spring-Plus suspension. CAD engineered to fit your application. Clip and suspension available separately.

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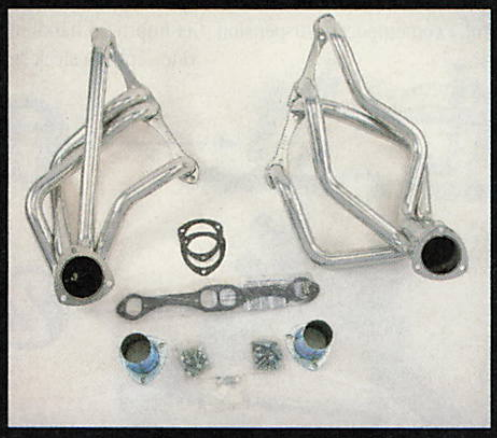
Tubular

The original Doug's Headers D358 long tube is specifically designed to fit '58-64 Chevy passenger cars and wagons with small-block Chevrolet V-8 engines.

These four-tube headers are built with ⅜-inch-thick header flanges and three bolt-welded collector flanges. The under-chassis exit design is made from 16-gauge tubing for durability with tuned 1-⅝-inch primaries and 3-inch collectors for increased horsepower and torque. The specially designed oval port flanges will fit cylinder heads with a D-port (ZZ4 crate engines) or stock port and are compatible with most angle plug heads, including Chevrolet Bow Tie heads.



Doug's Headers
(PerTronix Performance Brand)
(800) 827-3758
www.pertronix.com

All Doug's headers come standard with a polished high-luster heat- and corrosion-resistant metallic ceramic thermal barrier coating for a rich appearance and long life. Unfinished headers are also available by adding a "-R" to the part number. Headers come complete with reducers, extra-thick 1,100-degree-Fahrenheit–rated gaskets, and all installation hardware.

Low & Handsome

Hogan's Racing Manifolds has fabricated intake manifolds for your big-block Chevy 502 or 572 crate engine—total height can be from 7 to 9 inches.

Hogan's Racing Manifolds
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To The Point

Juliano's now offers just about any kind of seatbelt or harness, and its three-point restraint with an emergency locking retractor has a beautiful, timeless chrome latch that looks right in any car.

The FMVSS-approved harness incorporates a powerful retractor and is supplied to you complete with the heavy-duty installation kit shown. It comes in your choice of 13 colors, and is priced at $119.95 "per person." Complete mounting instructions are also included.

Juliano's Hot Rod Parts & Interior Products
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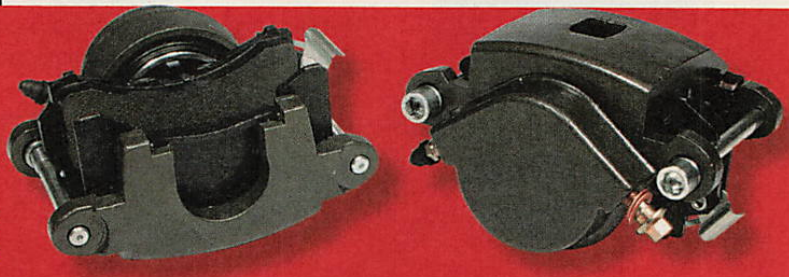
Big Is Better



Classic Performance Products introduces its big-bore metric caliper with an all-new design to replace the popular small-piston GM metric (S-10) caliper. The bore size has been increased to offer more than a 20 percent increase in stopping power. This new caliper is universal and can be used on the left and right sides, because the bleed screw and banjo fitting can be installed into either position.

Classic Performance Products
(714) 522-2000
www.classicperform.com

The casting has been cleaned up to make chrome, powdercoat, or custom painting look even better. Extra ribs have been added internally, while unnecessary weight was removed. This universal caliper is lighter, stronger, has more stopping power, and fits any application that uses the small GM metric (S-10) caliper.

CPP's calipers have all-new parts and come loaded with standard D154 brake pads, clips, slide pins, banjo bolts, washers, and bleeder screws (banjo and bleeder are 10mm-1.50). Also, these calipers can replace D154-type GM metric calipers ('78-88 midsize and '83-02 S-10). CPP is now shipping these calipers with all its brake systems that use D154-type GM metric calipers. They can also be purchased separately as a performance upgrade.

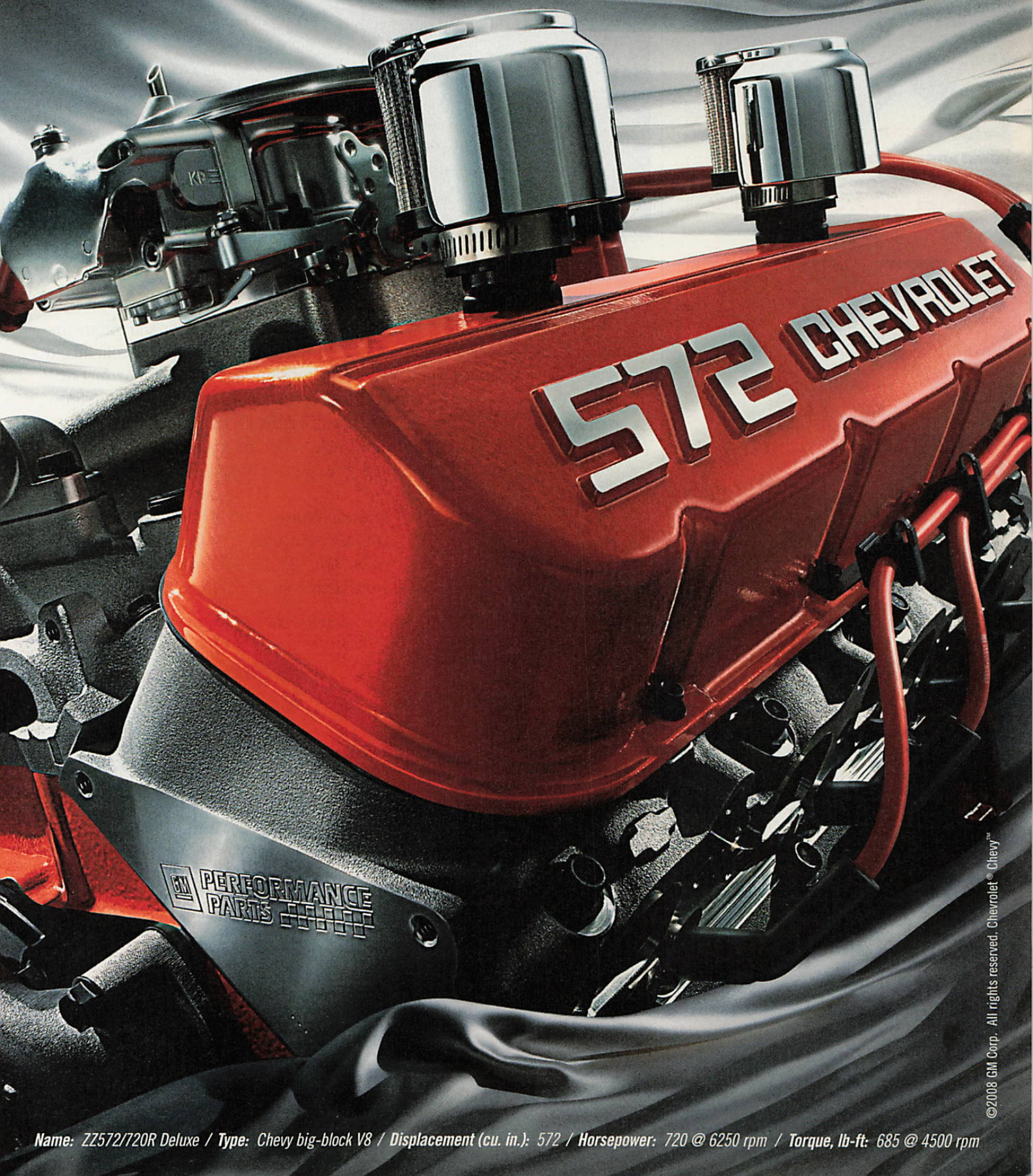
LUST AT FIRST START.

The ZZ572/720R is our most powerful big-block, validated and tested to GM standards, over and over. Aluminum rectangle-port heads, 1090 CFM carb, 12:1 compression-forged pistons, and a raucous big-lift camshaft generate a lot of heavy breathing — under the hood and behind the wheel.

GM PERFORMANCE PARTS

More than just power.

To get the new 40th Anniversary GM Performance Parts catalog and locate your nearest authorized center, just click on **gmperformanceparts.com**.



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Name: *ZZ572/720R Deluxe* / ***Type:*** *Chevy big-block V8* / ***Displacement (cu. in.):*** *572* / ***Horsepower:*** *720 @ 6250 rpm* / ***Torque, lb-ft:*** *685 @ 4500 rpm*

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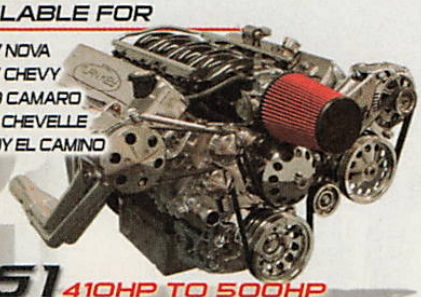

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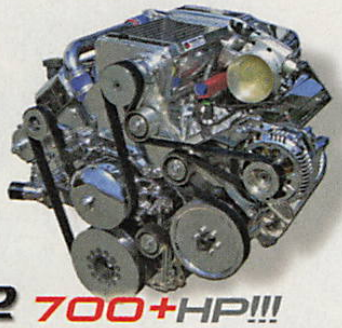

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Edelbrock Victor Series cylinder heads for B and RB Max Wedge Chryslers are now available. Starting with the dedicated Edelbrock A356-T6 aluminum casting, a 15-degree valve angle and 290cc raised runner intake ports 0.650 inch improve airflow on the intake side. Edelbrock engineers also extended the intake mounting flange by 0.950 inch to eliminate the need for spacer plates with the raised intake port design. The 100cc exhaust ports are raised 0.250 inch to increase flow on the exhaust side, the exhaust mounting flange is extended 0.300 inch, and 75cc dual-quench combustion chambers increase compression over the stock 84cc chamber. The valve cover rail is raised over the stock head to allow for additional valvetrain clearance.

A bare version (PN 77939) and a version complete with 2.200-inch intake/1.810-inch exhaust valves (PN 77949) are available. The bare version does not include valve springs or retainers, allowing consumers to use recommended springs to match their cam of choice. These heads are machined to accept up to 0.400-plus-inch longer than stock valves for high-lift camshafts.

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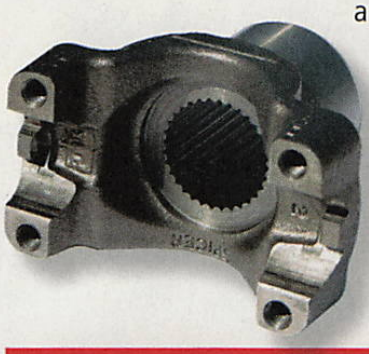
High-horsepower street engines can develop enough power and torque to snap OEM cast-iron pinion yokes, but not forged steel pinion yokes from Inland Empire Driveline Service. These yokes are precision-machined for a perfect fit and heat-treated to handle as much as 2,000 hp.



Designed specifically for Spicer 1350 use, these U-bolt–style yokes are available for 29-spline Chrysler 8-¾-inch, 10-spline Chrysler 8-¾-inch, Dana 60, 30-spline Ford 8.8-inch, 28-spline Ford 9-inch, 35-spline Ford 9-inch, GM 8-½-inch 10-bolt, and GM 12-bolt.

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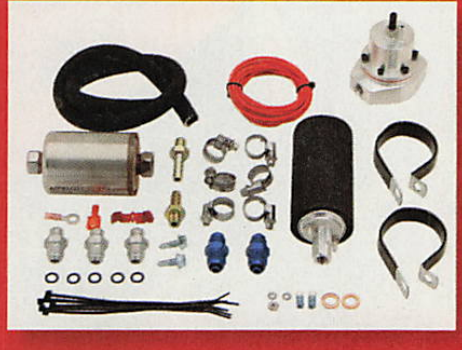
It's Fast



The FAST Street/Strip Fuel System Kit is compatible with EFI applications with as much as 600 hp. The complete, component-matched fuel system kit includes everything required for carb-to-EFI conversions, including pump, regulator, and filter.

FAST prides itself on creating the most advanced and easy-to-install electronic fuel-injection systems and components available. This cost-effective kit makes it a snap to switch from carburetion to EFI for street cars.

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The FAST Street/Strip Fuel System Kit includes everything you need, including the proper fuel pump, adjustable regulator, filter, and Y-block, for compatibility with just about any application you can think of, from OE to custom high performance. The high-performance fuel pump utilizes OE-type filters for easy replacement.

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MSD Ignition's Street Fire CD ignition is ideal for boosting the performance of your hot rod. The ignition delivers full-power capacitive discharge sparks from idle to redline rpm to ensure all of the fuel is ignited and burned for total performance. There's also a built-in rev limiter that can be set to your specs for engine protection.

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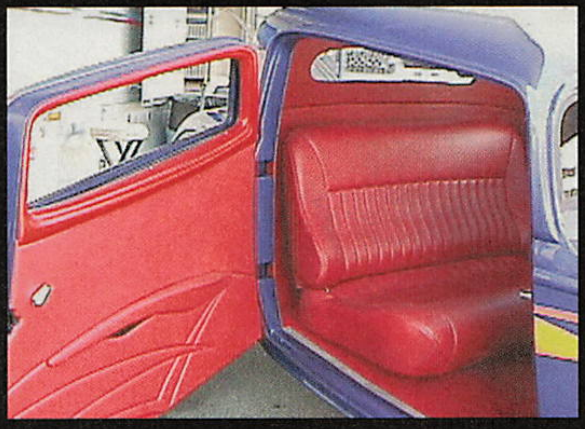

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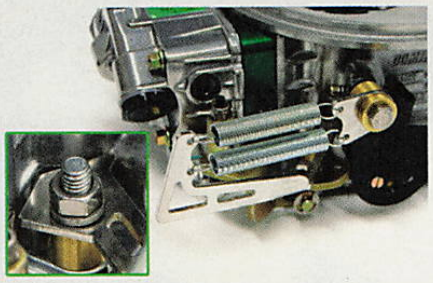

Rapid Response

Quick Fuel Technology engineered this kit to eliminate the possibility of a stuck throttle. This Throttle Return Spring kit (PN 49-1) fits all QFT Professional Series 4500 and Holley 4,500hp carburetors. The geometrically correct return spring system will never hang up and never fail, keeping you and your race car safe.

QFT's lightened stainless steel return spring bracket, which mounts to a main body carb stud, provides a secure attachment, keeping the return spring bracket from rotating out of position. Even if the hold-down nut were to loosen, the return spring would still do its job. QFT designed this kit so it does not interfere with fuel bowl or metering block removal. The bracket and springs do not block easy access to the idle mixture screws, either. Dual stainless steel springs, coupled with the throttle lever bushing, provide firm and smooth throttle feel and remove the danger of a stuck wide open throttle.

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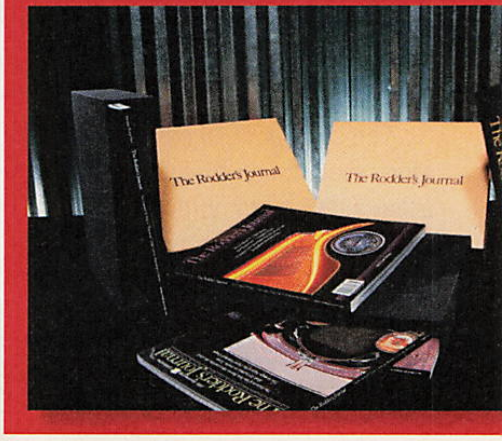

Bow Tie Brakes

Performance Online introduces its newly designed stock disc brake kit. Available for '49-54 early model Chevy sedan and Bel Airs, the kit includes: stock spindles, 11-inch high-quality finished rotors, large GM calipers with brake pads, bearings, seals, dust caps, spindle nuts, mounting brackets, rubber brake hoses, and a lifetime warranty. The kit is shown with optional cross-drilled and gas-slotted rotors, available as an upgrade. Works with factory Camaro 14-inch disc-brake Rally wheels and many aftermarket 14-inch wheels, although 15-inch wheels are recommended.

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All doors are made of 19-gauge steel and are available with or without the beltline bead. Walden now offers door-handle embossing on all '34 car doors and '32 three-windows (only available for doorskins with the beltline bead).

Walden has sold more than 1,000 perfect panels, shipping to every state in the country and around the world, with many repeat customers. Available for '32-34 Ford coupes, sedans, and pickups; '33-34 Ford roadsters and cabriolets; and the latest, Model A Ford coupes and sedans and '37-40 Ford coupes and sedans. There will soon be 'skins for '35-36 Ford coupes, sedans, and pickups, as well as decklid 'skins.

Top Shelf

The Rodder's Journal now offers its elegant, cloth-covered slip cases in two sizes. Since the increase in the number of pages, and after much demand from *TRJ* collectors, slip cases are now available in a larger size to fit the new format. The small slip case holds four issues of *TRJ* at the 132-page size, issues 1-31. The large slip case holds four issues of *TRJ* at the 200-page size, issues 33 and later. Depending on where your collection starts, issue 32 can fit in either slip case. Both sizes are available for $20, plus shipping.

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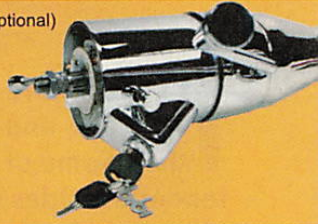

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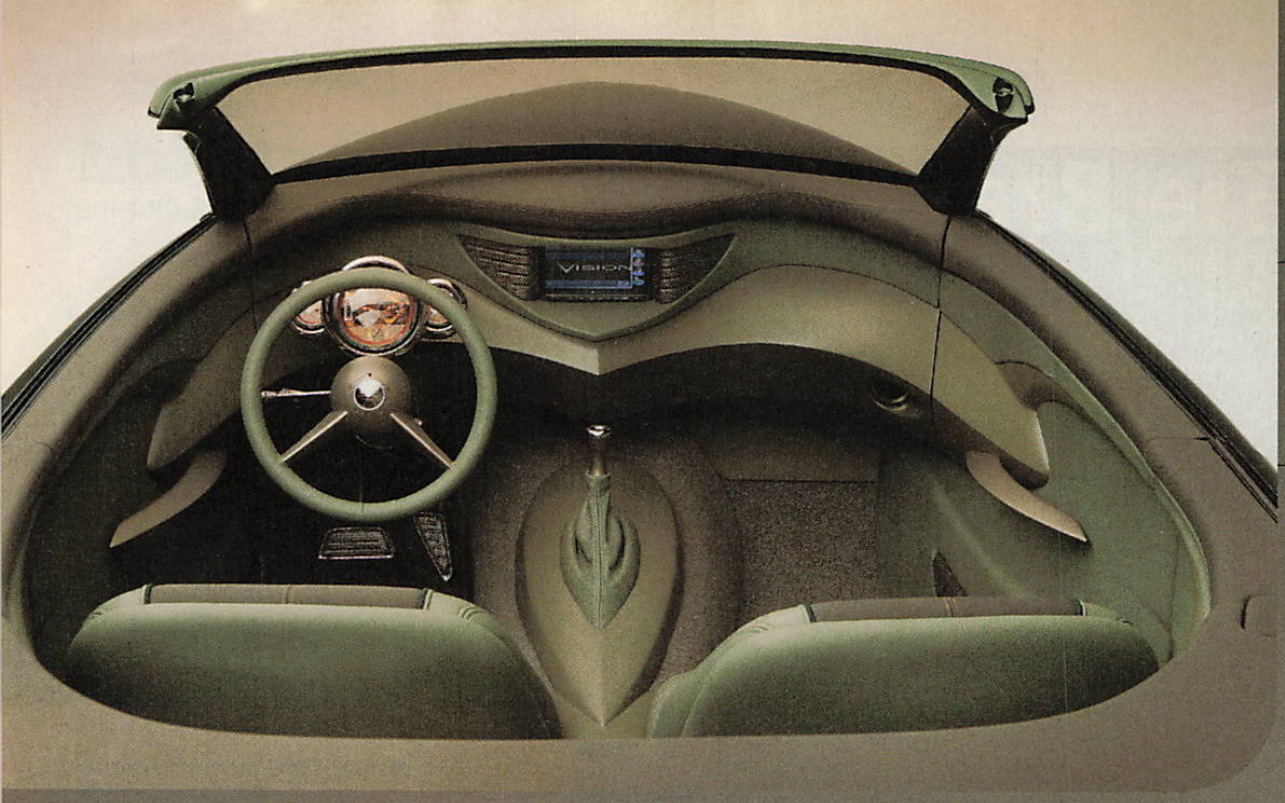


The dash comprises a Rad Rides custom pod that houses Classic Instruments gauges with see-through faces.

It's the nature of our hobby—we want what we want, and oftentimes there's no denying that. Some of us are best suited for topless and fenderless rides sporting solid axles, while others are meant for four-door sedans with loads of technology. And then there are those who like to push the envelope.

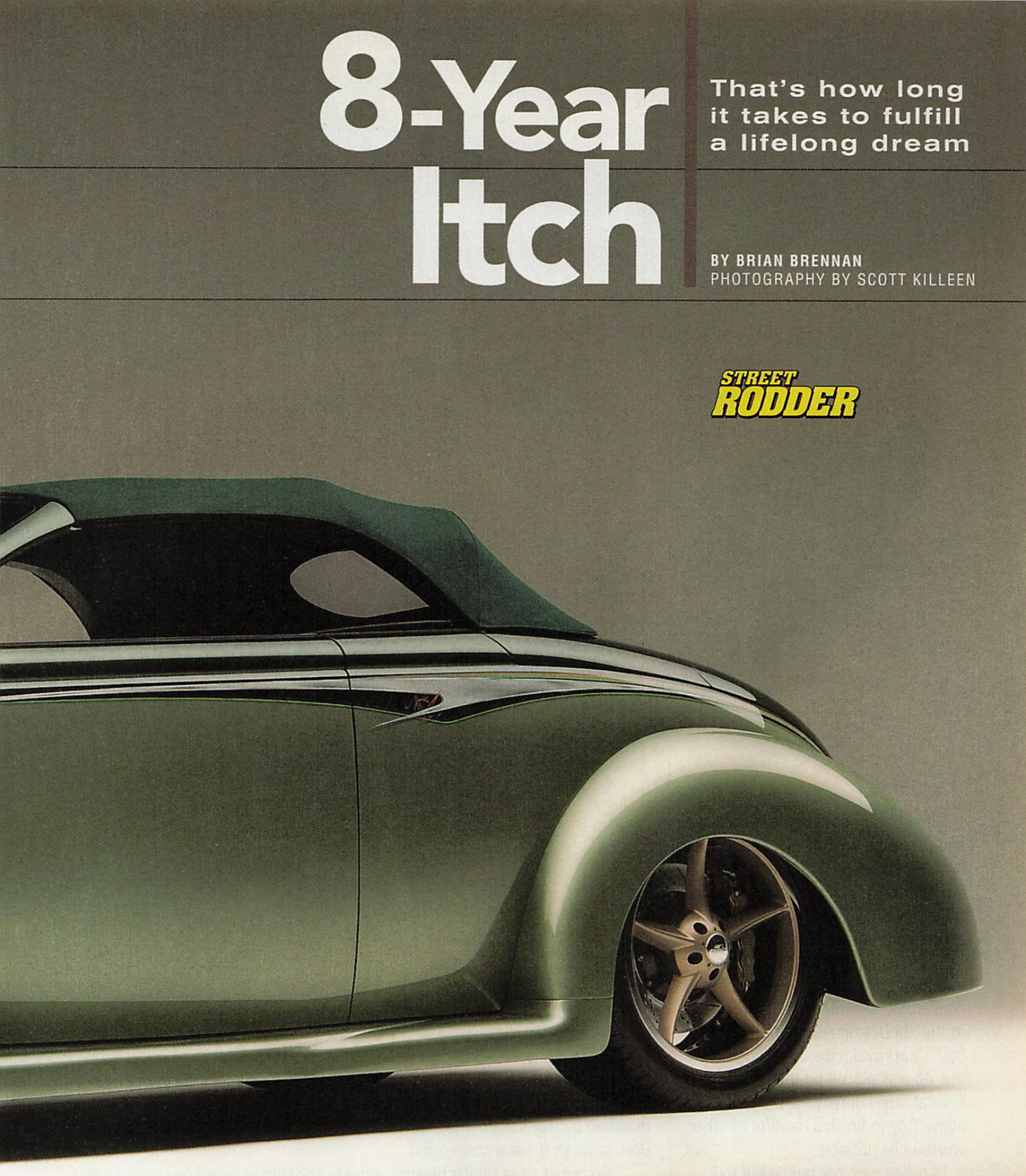
Such is the case with Midwest Street Rod Association member Stan Fox from Wheaton, Illinois, with his '40 Ford convertible. After you say '40 Ford convertible, the sentence ends. There is no denying that Stan's '40 drop-top is everything it can be, and more.

All of us have heard the story about a "lifelong love affair with cars," so it should come as no surprise Stan

8-Year Itch

That's how long it takes to fulfill a lifelong dream

BY BRIAN BRENNAN
PHOTOGRAPHY BY SCOTT KILLEEN



is like many a car guy. Building a '40 Ford was always embedded in his mind—something he could never forget, no matter how many other cars he accrued over the years. What you see before you came by way of a high school auto shop teacher in Sacramento, California, back in 1998, and now it's complete and on the road a decade later.

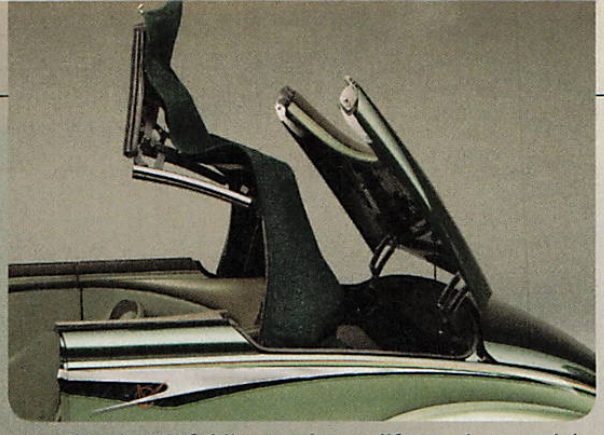
After the obligatory in and out of one shop or another, Stan, along with his brother-in-law, Bill, found Troy Trepanier of Rad Rides by Troy out of Manteno, Illinois. Stan and Troy were on the same page after wading through the wish list of dreams, wants, and desires for the convertible. Stan had found a shop that possessed the capabilities to bring his dream to fruition.

Stan knew he wanted a specific look and color. The windshield and top come by way of a '98 Ford Mustang that Stan brought to Troy, and the color combo is Bentley BASF Glasurit Verdant (dark green) and Alpine (light green).

Troy began in 2001, wrapping it up in time for the '07 SEMA Show. (The convertible also made an appearance at the '08 Detroit Autorama.) With Stan's approval, albeit begrudgingly, the '40 was placed on the back burner several times during the build to allow Troy to finish a handful of other worthwhile projects.

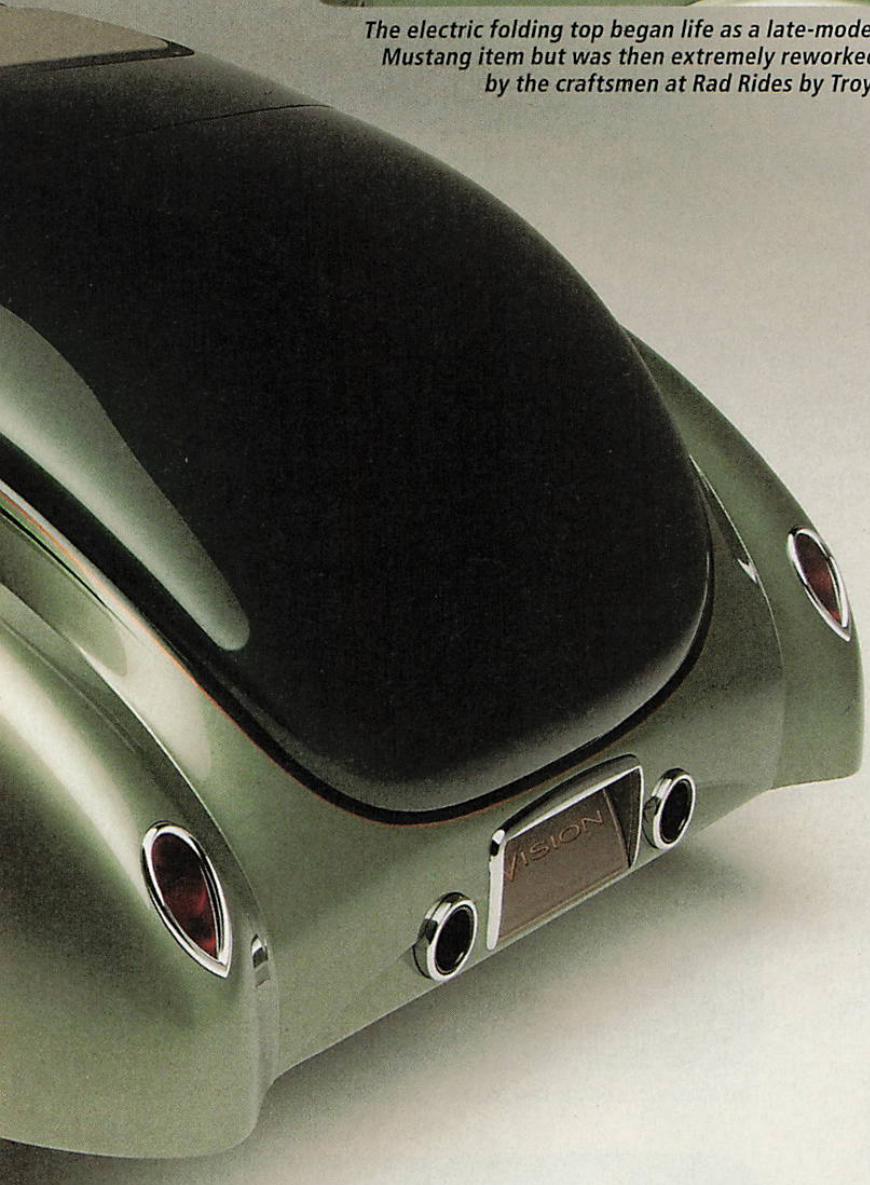
Anyone who has built a hot rod realizes you start with the stance. This is the defining moment, as it will make or break the final outcome. Such was the case with this '40; Troy and his staff began assembling a custom 2x3 steel frame with triangulated ladder bars over a 111-inch wheelbase (stock is 112 ½ inches). In back, the Strange Engineering–prepped Ford 9-inch sports 32-spline axles and an Eaton Detroit limited-slip differential with 3.50 gears. Jerry Bickel four-link components were modified by Troy's staff, and adjustable Koni shocks with QA1 coilover springs were used to finish the rear suspension.

The corners have similar braking, wheels, and rubber based on custom Baer six-piston calipers (Rad Rides by Troy logo engraved) with 14-inch drilled and slotted rotors in front and 15-inchers in back. Other brake components include an ECI master cylinder, proportioning valve, and 7-inch brake booster. The rubber is BFGoodrich all around, with g-Force T/As; fronts are 225/40ZR18 and backs are 295/40ZR20. The Bob Thrash–designed Billet Specialties one-off StarFish wheels measure 18x6 in front and 20x9 in the rear. The front suspension is a Rad Rides–modified Heidt's IFS with adjustable Koni/QA1 coilover shocks and Mustang power rack-and-pinion, all operated by a Billet Specialties steering wheel and tilt column.



The electric folding top began life as a late-model Mustang item but was then extremely reworked by the craftsmen at Rad Rides by Troy.

Jim Griffin of Griffin Interiors received the nod to work with the Sage Green leather to spread over the six-way power seats. The door panels are a blend of paint, leather, and painted carbon shapes.



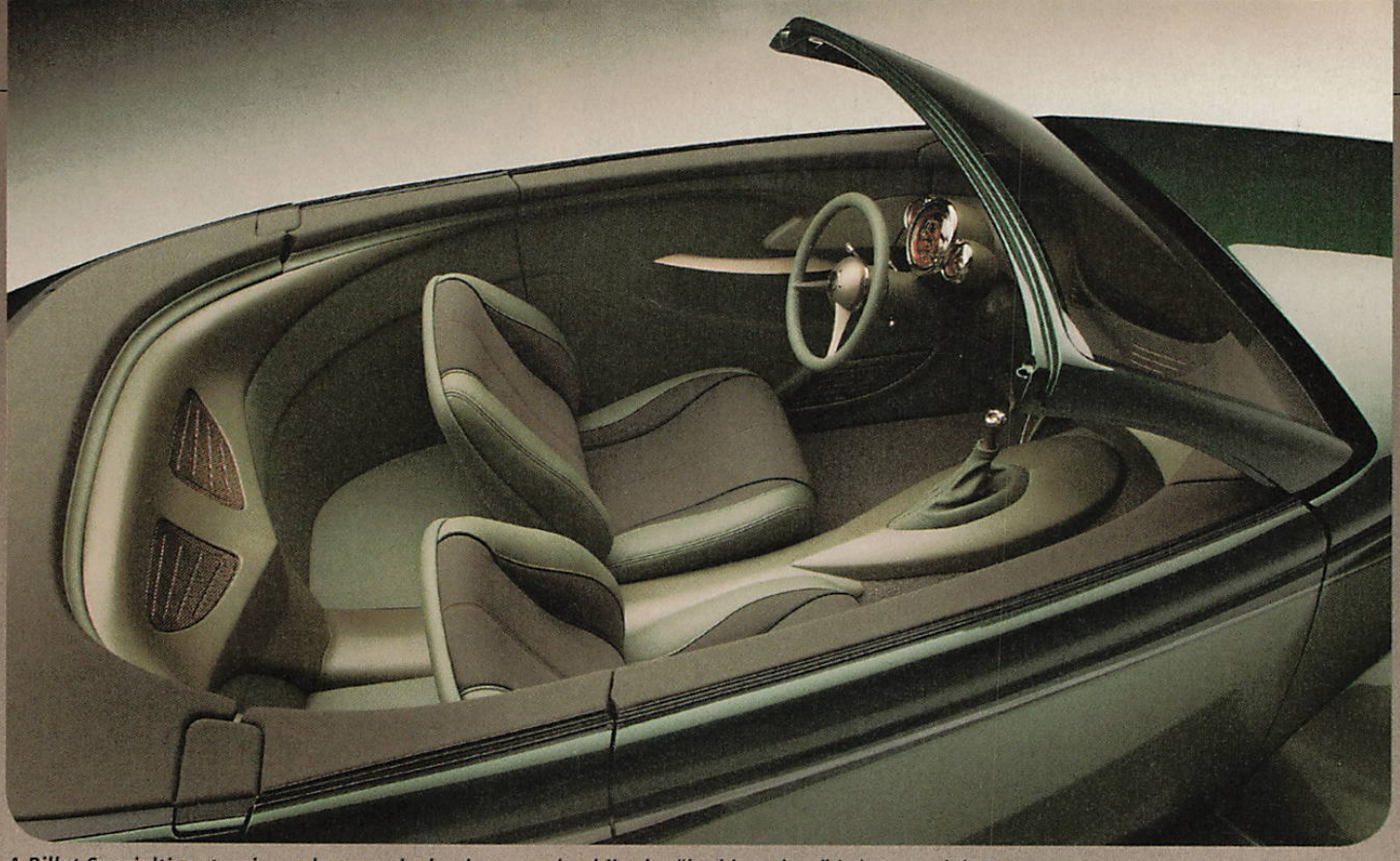
Power comes by way of a 552hp '99 Ford mod motor displacing 5.4 liters, topped with an Eaton supercharger fitted to a modified Ford intake. Other appointments include a Powermaster single-wire alternator, a custom-fabricated fan shroud with an electric Viper fan motor, and a Griffin aluminum radiator custom-designed for Rad Rides. The ignition is a Big Stuff 111 ECU with eight coils, and MSD components and primary wires. The headers are custom from Rad Rides that feature 1-⅞-inch primary tubes and 2-½-inch exhaust pipes. Blended into the symphony of pipes is a pair of Flowmaster 40 Series mufflers. Other custom engine appointments include an engine cover, an air cleaner, and chrome pulleys, while the graphics come by way of Bob Thrash.

Another Ford item is the AOD tranny modified by Bowler Transmissions, while the shifter is out of a—are your ready for this?—Ford E350 van, and the trans controller is a Compushift item. The driveshaft comes by way of Bourbonnais, made from 3-inch tubing.

The interior is striking, as it complements the soft exterior lines by blending colors and lines from outside to inside. The top fits flush to the body when retracted, continuing the body lines and not breaking it up as convertible tops so often do. The dashboard is another focal point of the car. It is a pod configuration that was fabricated by Rad Rides out of carbon fiber with billet rim rings to house the Classic Instruments gauges. Note the gauges feature see-through faces, allowing the viewer to see the inner workings—similar to a Rolex watch. *(Editor's note: At least that's what I am told, 'cause it will be a cold day before I own a Rolex watch!)*

As with any modern street rod, air conditioning is invaluable, even if it is a drop-top, and to that point a Vintage Air rear-mount system was installed. Dynamat was used inside on all sheetmetal to further enhance cozy interior temps and to help lessen heat absorption.

Visibly adjacent to the pod assembly is the Kenwood touch-screen DDX 8019 head unit. Discretely hidden are the Rockford Fosgate T500-1bd subwoofer and the T600-4 midrange and tweeter amplifiers, while a combination of Rockford T1625 (6-½-inch), T1525 (5-¼-inch), P15410 (10-inch) speakers are blended into the interior panels.



A Billet Specialties steering column and wheel are used, while the "looking glass" is late-model Mustang.

Speaking of interior panels, Jim Griffin of Griffin Interiors stitched the custom six-way power bucket seats in Edelman shrunken buffalo hides (Sage Green leather), using gray-green canvas as accents. The carpeting is more from Edelman, this time a gray-green New Zealand wool.

As you can imagine, wiring of a convertible like this requires miles of wire, numerous connectors, relays, fuses, sub-panels, and panels to accomplish the desired results. Rad Rides began with a Painless Wiring harness and then modified to fit the needs of the car. There are no switches, keys, or control knobs, since everything is run to the key fob. One touch turns the power on and a deeper detent starts the engine. (There is a pair of Optima batteries located behind the driver-side wheel with remote charging lugs.)

While all of this is going on, the pièce de résistance is the body. Clearly, the focal point of this convertible is the top, based on a late-model Ford clam-shell design ragtop, windshield, A-pillars, and top mechanism. That was the easy part—next up, the hammering began at Rad Rides to make it work flawlessly. The '40 doors, trunk, and fenders were reshaped. The running boards received the coke bottle shape with accent reveal. Other body appointments include the custom aluminum hood, exhaust tips, roll pan, reshaped wheel openings, and plenty of "haircut and shave" treatment.

The headlights are an interesting treatment, based on modified Suzuki Hayabusa motorcycle lamps, while the taillights are custom acrylic lenses shaped to resemble the headlamps. There are no exterior door handles but inside are Billet Specialties, while the door glass comes by way of ProGlass. All the brightwork was aptly handled by Sherm's Custom Plating, but the process was halted at the nickel stage instead of the traditional chrome finish.

The dash-housed stereo is a Kenwood DDX 8019.

The Rad Rides custom brake and gas pedals resemble artwork more than a conventional fare—alas, they are the pedals!

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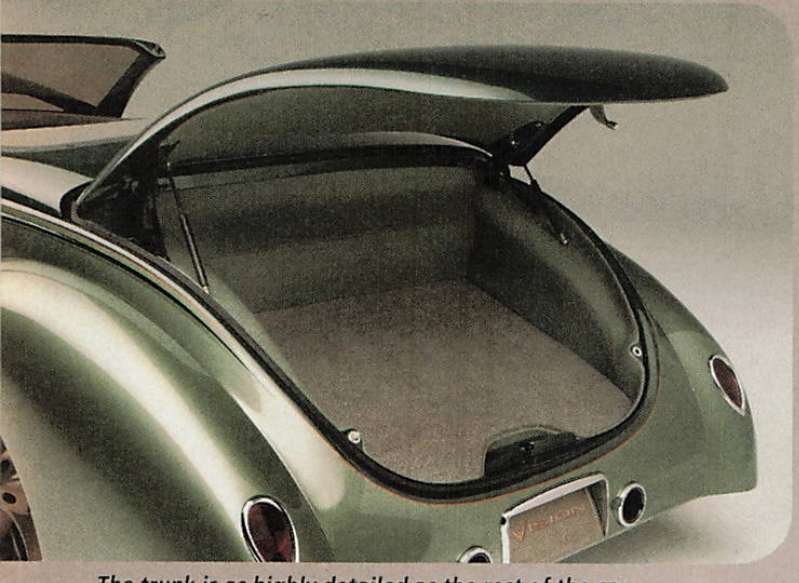
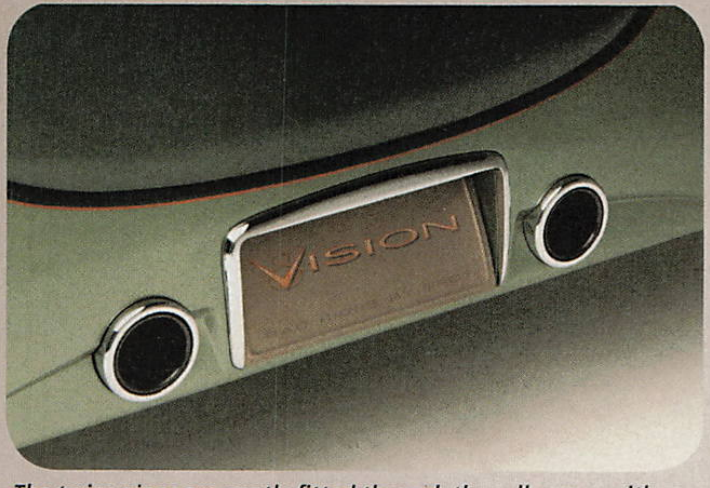
Stan said it best when asked how he got involved: "I don't know how or exactly when it happened; it just happened. I have always been mechanically inclined. Living on a farm, you had to know how things worked, because when something broke you had to fix it. I loved to find out how things worked. But, the shape, feel, smell, energy that comes from cars is breathtaking." The rest of us hot rodders would have to agree. SR

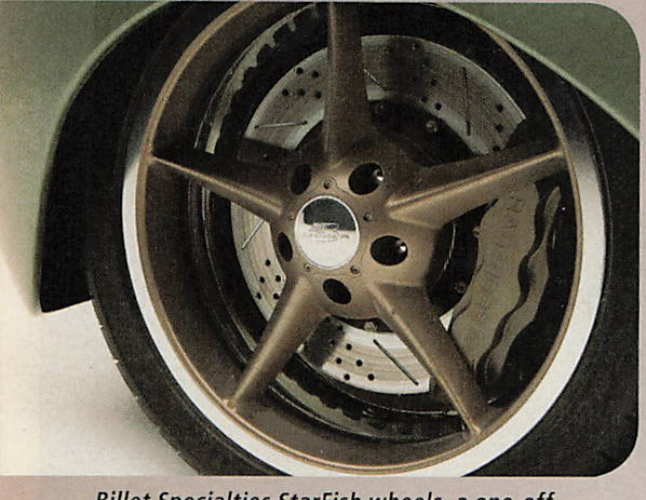
A 552hp Ford modular 5.4L V-8 comes to play, decked out with an Eaton supercharger.



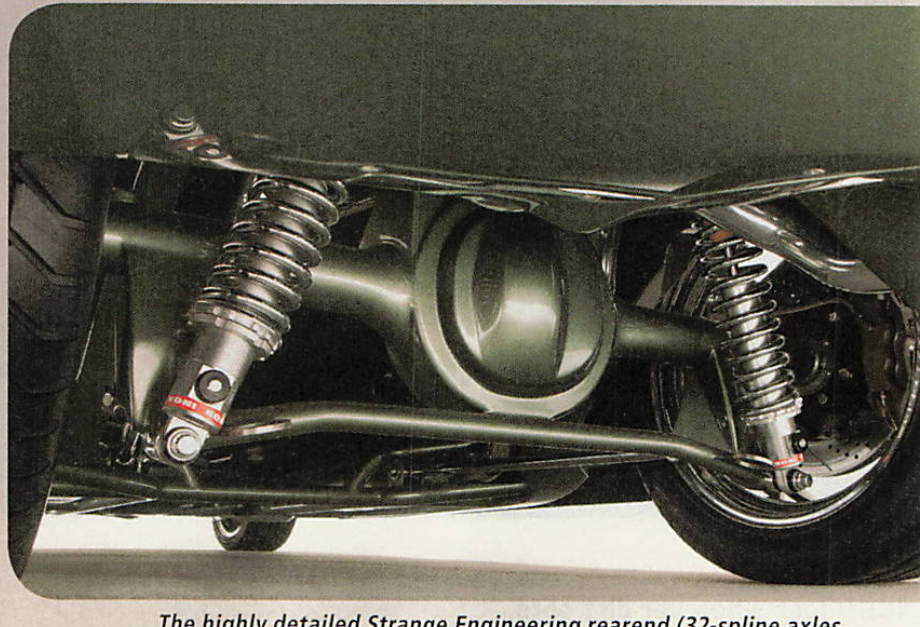
The trunk is as highly detailed as the rest of the car.



The twice pipes are neatly fitted through the roll pan on either side of the recessed plate. It's just more artistic work by Rad Rides by Troy.



Billet Specialties StarFish wheels, a one-off Bob Thrash design, measure 18x6 in front and 20x9 in back. BFGoodrich g-Force rubber is used, with the fronts measuring 225/40ZR18 and the rears 295/40ZR20. Custom Baer six-piston calipers sport 14-inch front rotors and 15-inch rear rotors.



The highly detailed Strange Engineering rearend (32-spline axles, Eaton Detroit locker with 3.52 gears) is based on a Ford 9-inch with Koni shocks and QA1 coilover springs.

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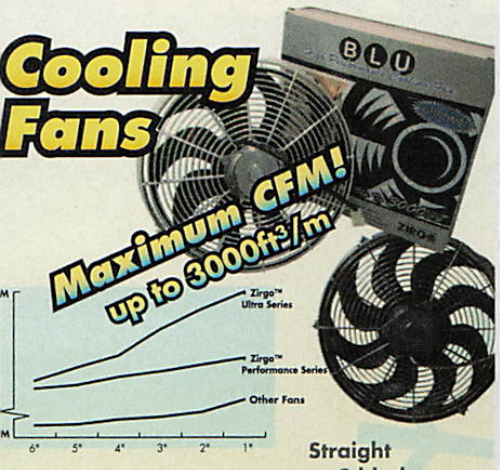

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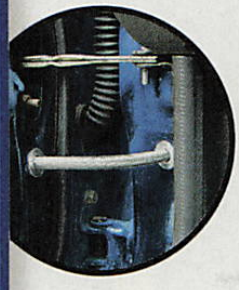

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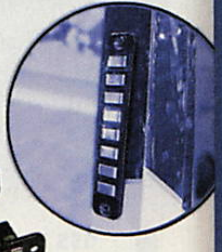

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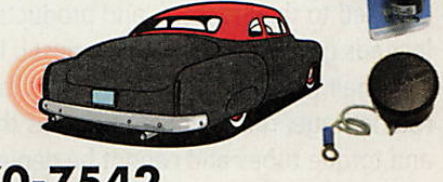

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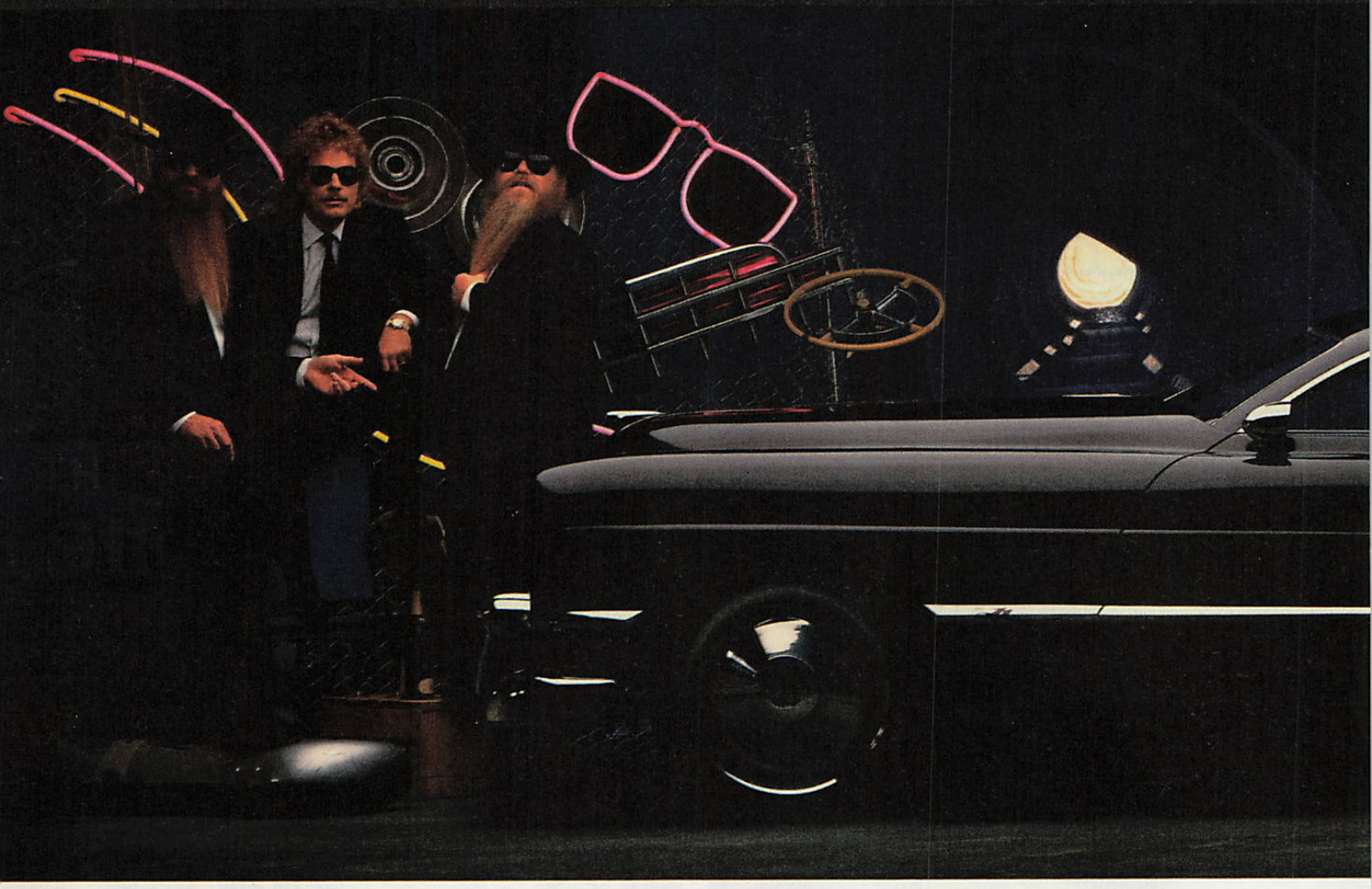
Unmatched Pair

Never before, and possibly never again, will two dominant individuals be so closely linked and leave such an indelible mark on our hot rod lives

BY BRIAN BRENNAN



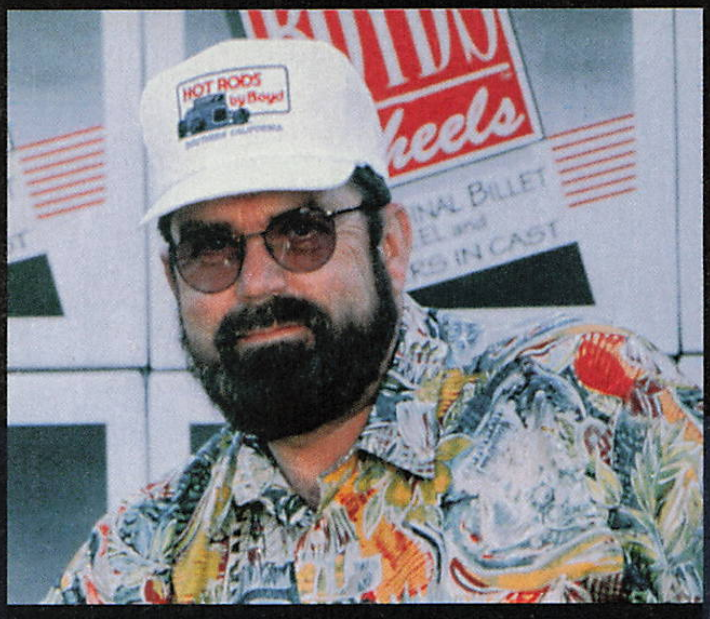
Loss is always hard to accept. The loss of two such significant individuals within our industry is staggering. Having the likes of Boyd Coddington (1944-2008) and Lil' John Buttera (1941-2008) die within days of each other—Boyd on February 27 and Lil' John on March 2—would be unfathomable if not for the fact that it happened.

It would be hard to have grown up during the car culture of the 1970s until today and not have heard, seen, or been exposed to the life, cars, and products both of these hot rod legends gave us. I am mildly amused by the individuals who cast their ill will on billet, for it is as integral a part of our hot rod heritage, roots, and ancestry as the dry lakes, Flatheads, and torque tubes and cannot be denied nor ignored.

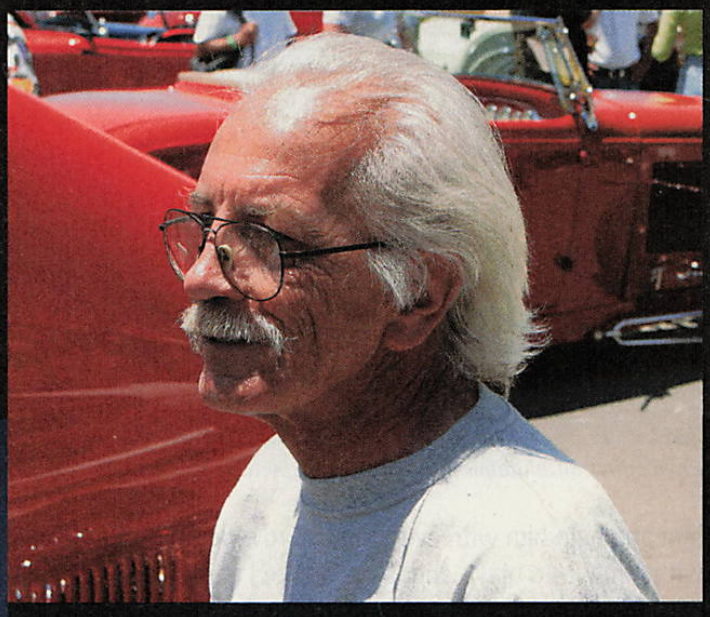
Both Boyd and Lil' John were individuals yet at the same time alike. They respected the other's abilities, talents, and accomplishments. Yet, it's true; these two hot rodders spent the last years of their lives not on the best of terms. Nevertheless, they found a common ground months before their deaths and were able to put the past in the past and begin anew.

Anyone who knew Lil' John knew he didn't suffer individuals who didn't try their hardest, take a chance, or leave it all on the table. Lil' was truly a pioneer in every sense of the word. He was never at a loss for words and oftentimes could make you feel like the proverbial "village idiot" in less than a dozen well-chosen syllables. A well-phrased sentence out of John's mouth could cut you down at the knees or make you feel as if you were on top of the world (the latter being an infrequent occurrence).

Boyd, on the other hand, was a quiet gentleman. Many took this to be arrogance, or an attitude, but believe me



Boyd Coddington (1944-2008) will be remembered for many things, but the Hawaiian shirts are ingrained in all of our minds.



Lil' John Buttera (1941-2008) didn't play by the rules; he made them so the rest of us could play.

when I say Boyd was a quiet and friendly man. That doesn't mean he didn't have his moments, but then all of us have our turn in the "barrel."

In this most humble of attempts outlined on these pages are stories that, hopefully, will give you insight as to what these men were all about (them, not their projects). The stories as told by lifelong friends, many of whom you will recognize as they "expose" these hot rod icons. What better way to start then each on the other's contributions?

Boyd on Lil' John

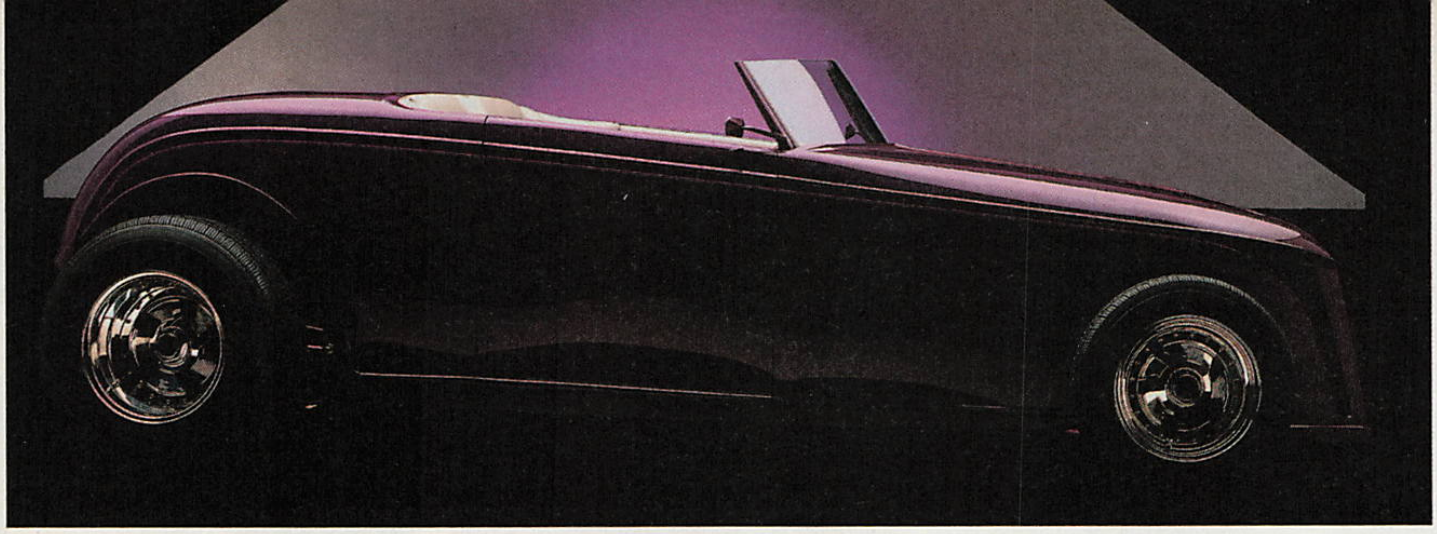
"I met Lil' John in 1974 or 1975. I used to hang out with him, and he helped me with some projects. He was a great inspiration and a great help in my whole career. I think I was inspired by the stuff Lil' John was doing." (For more on Boyd, refer to *The Rodder's Journal* # 9.)

Lil' John on Boyd

"Boyd was more of a machinist than I was, and I was more of a metal fabricator than he was. He understood how to make things out of plate, and I understood how to make things out of tubing. Boyd was way more ambitious than I am; the wheel thing is a good example. He had a much better head for business than I do, and he doesn't mind dealing with people, where I don't want to have that much grief or be that responsible for getting that much done. The thing I always liked about Boyd was if you would suggest something to him, he was never too proud to listen or acknowledge that your idea was cool." (For more of this interview, refer to *STREET RODDER*'s May '94 issue.)

Chris Buttera on Dad

"I always loved to work with my dad. He was always there to help me, and I was always there to clean up after



Boyd's first all-aluminum roadster, designed by Thom Taylor and built for Butch Martino.

him and help him with everything. Growing up at the drags with him was a blast, and it seems like I was at every one. It was during the time his cars ruled.

"Building hot rods with him was fun, and he showed me everything he possibly could. I wish I had his imagination, elegance, and taste. His and my cars will always be in style. Our trips to Indy were amazingly fun—it was very magical with all the good ol' boys back then. We worked our butts off day and night, but he enjoyed Indy the most. Only a guy like him could make something big like that happen with so little. We loved our speedster motorcycles, and they helped us get in with the motorcycle industry. Then we had fun working at Boyd's, having our own shops, and having contact with many talented people. Making motorcycle parts and traveling around the country together in our 'over the top' truck and trailer was always exciting and fun. We had many good rides together but found it hard to make a buck. Luckily, Harley-Davidson, more specifically Willie G. Davidson and the styling crew, picked us up and saved us. My dad built a lot of nice bikes for them, but we always had to keep them under wraps. My dad and I were fortunate enough to build the prototype of The Rocker that is in the dealers now.

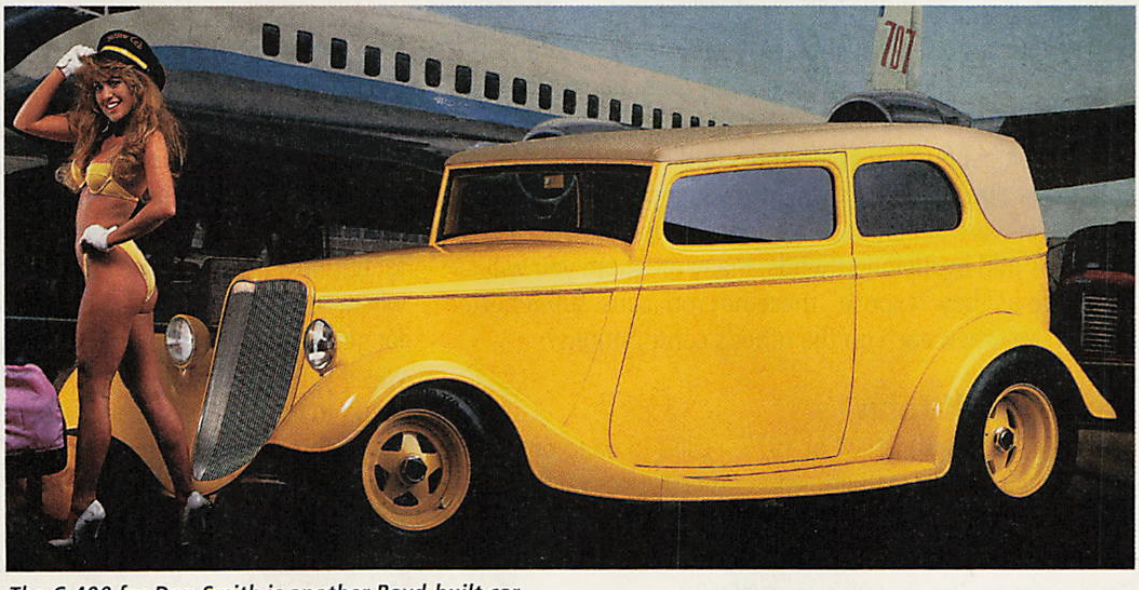
"We were working on my Model A sedan when my father became ill. But, I am still continuing on with it, with lots of help from John Robinson (Fat Jack Robinson's son) and Steve Davis, who built drag cars with my dad. Chip Foose is helping a lot, along with Kevin Bell and many, many others. It's coming along and I will get it built, as it was my dad's last dream for me."

Boyd Jr. on Dad

"My earliest memory I have of my dad is one of me around the age of 3, holding his hand by his first two fingers as we walked together. His hands seemed big, and his first two fingers were all I could actually hold onto. Every morning, I would roll myself up in my blanket and he would carry me out of our small one-bedroom apartment in Hermosa Beach. He would tuck me under the glass of his black '63 split-window Corvette. My mom and I would drive him to Western Gear, where he worked as a machinist apprentice.

"Ken Knott, our upstairs neighbor at the time, recently told me the story about how that same '63 Corvette was later stolen. Ken went on to tell me that, by a stroke of luck, my dad was able to recover his Vette himself a week later. Growing up, I would always ask my dad, 'How come you are so lucky?' He taught me later in life a person is not lucky; people create their own luck through hard work and values. Throughout my life, he would teach me many of life's valuable lessons.

"Even at my young age, my dad always took me with him to car shows and the local swap meets. On most weekends, we would drive around L.A. and Orange County to visit the garages and shops of craftsmen like Lil' John Buttera, Jack Robinson, Gary Gripp, Bob Bauder, and Dennis Ricklefs, just to name a few. Together, we would just hang out for hours while my dad would ask question after



The C-400 for Don Smith is another Boyd-built car.

The car in the background is Buz Di Vosta's Roadstar, *designed by Foose and built by Dave Willey at Boyd's.*

question, eager to learn more. All I could ask was, 'Is time to go home now?' I will never forget that.

"One of the first things I learned about dad was how generous he was. One summer evening, when I was 10 or 11, Dad, Vern Luce, and I drove to the corner for an ice cream cone, as we often did. When we arrived, I remember a mother and her two young children in line in front of us. The mother was frantically digging in the bottom of her purse, looking for loose change just to scrape up enough to pay for their ice cream. My dad stopped her, took the money from his front pocket, and handed it to the cashier and paid for their ice cream. That was only the first of many times in my life I would witness my dad's generosity. From a very early age, my dad taught me how to share.

"In August 1976, my dad built a '26 Model T project that was on the cover of the Mar. '76 issue of *STREET RODDER*. It all seems like a blur after that. In the 25 years that followed, we would watch our dad's hobby move from our garage to a 110,000-square-foot building and grow into a multimillion-dollar business.

"Our weekend outings visiting the local shops and going to the local car shows and swap meets soon became an elaborate road show with two 60-foot semis crisscrossing the country, endless sales calls, trade shows, and domestic and international business flights. Our corner ice cream shop visits were replaced with the many events where we would witness our dad receiving awards, honors, and being inducted into various automotive halls of fame. Even though our outings became longer and our conversations started to come more by way of cell phones and e-mails, my dad always found the time for his family. The life lessons he had always shared would never stop.

"My dad took pride in his many accomplishments, but there is one accomplishment of all he achieved that made him a truly happy man—that was his family. As a father of three sons, five grandchildren, and no question more to come, my dad lived for the accomplishments, joys, and sorrows of his children.

"When someone passes, it causes us to take a moment to think about that person and the impact they had on our lives. I have done that and have concluded that life won't be as exciting, our collection of friends won't be as full, and our resources for someone we can call and 'touch base' with, advise us, and just listen won't be there as it was before my dad's passing.

"The legacy he leaves and the impact he made on our industry will never be forgotten. Many people might think we have lost a builder, an innovator, and an industry pioneer. For the Coddingtons, we lost a husband, a father, a grandfather, a man of great family values, my best friend, and my hero, but he has left a legacy."

Son-in-law Ronnie Capps on Lil' John

"We were on our way from California to Ohio for the Street Machine Nationals. It was the first road trip for the new silver roadster—actually, it was the first trip anywhere since, as per usual, we had just finished it hours before we started out.

"Lil' John and I were rolling across country when we hit a rain storm from hell in Missouri. With rain gear on, sweatshirts, and ball caps, we were soaked. Driving about 40 mph so we could see, we were passed by a big-rig trucker going 65. At the same time, there was a low spot in the road full of water, and the big rig ran through it, creating a wave you could have surfed on. For about 60 feet, water flooded right into the car. We stopped at the next overpass, opened the doors, and water poured out as we stood there laughing and soaking wet now. John said I didn't have my snorkel, and I thought I was going to drown. It was so funny, and we were so drenched all we could do as laugh at each other.

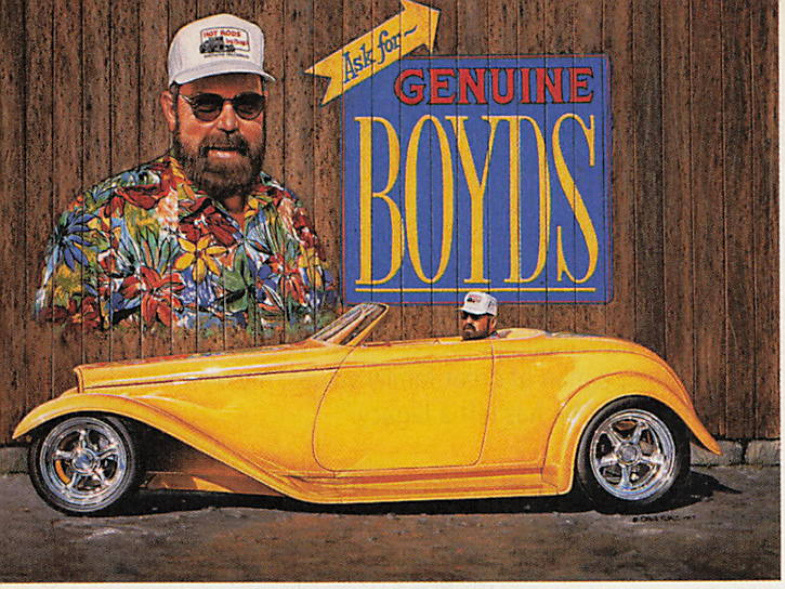
"After many one-liners, we got back in the car and drove on. What a trip!"

Journalist, co-founder of *STREET RODDER* magazine, and "father" to an entire generation of hot rod journalists, Tex Smith on Boyd and Lil' John

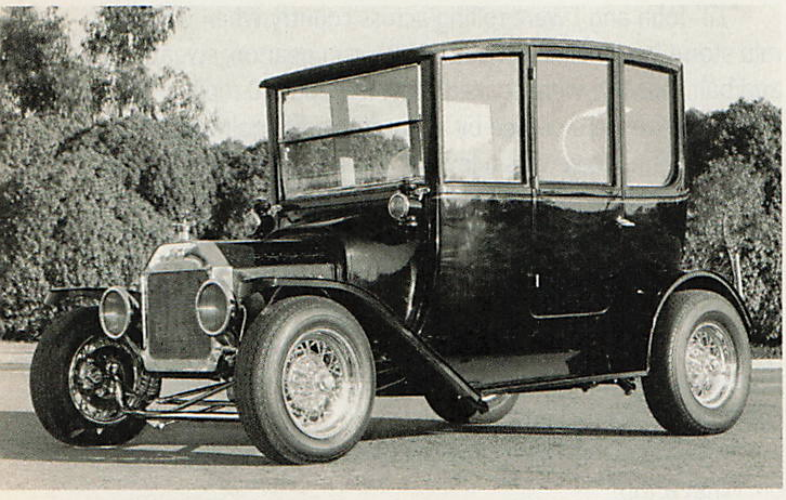
"I heard of Boyd Coddington from rodders in southern Idaho, years ago. Lots of enthusiasm, they said, but still his efforts were referred to as being 'cobbled by Coddington.' Oh, how things changed. From main street in a dusty little farm town to the bigs! Through it all, Boyd never seemed to lose his small-town intensity, nor his enthusiasm. A few years ago, we both ended up on the main street of the Lincoln, Nebraska, fairgrounds for an initial *Rod & Custom* Americruise. Early one morning, as I was getting my book company products ready for the day's activity, Boyd came bounding across the road, exclaiming, 'Tex, my company has just gone public! Who would have thought such a thing when I came to California?'

"Indeed, who would have considered it possible for a car enthusiast from obscure Idaho to become such a television power? Truly, Boyd Coddington helped put street rodding squarely on the living room screen, in America and many foreign lands.

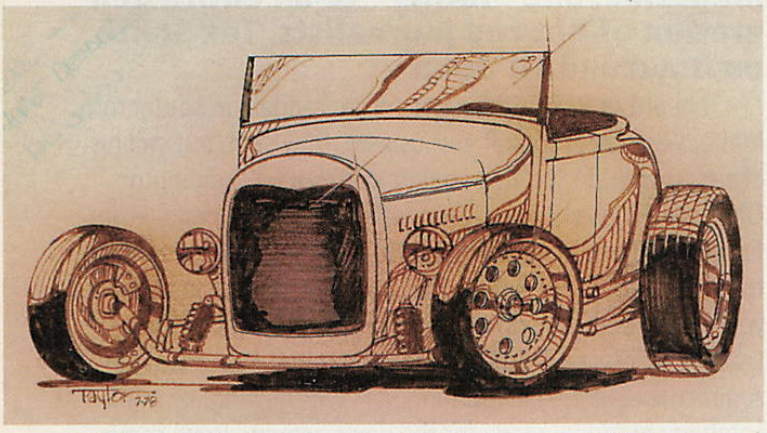
"Lil' John Buttera quietly appeared in Southern California, but his reputation as a race car fabricator preceded his move from Wisconsin. Here, all agreed, was a craftsman several steps above the norm.



Artist Dave Kurz painted this mural for Boyd.



Boyd began his long and storied career with STREET RODDER *with his '26 Model T sedan, photographed by Frank Oddo at Disneyland—an early home to Boyd as he learned his craft.*



This Thom Taylor drawing was originally drawn for Lil' John, and Boyd later received permission to use it, but Lil' was never too happy about it!

"In street rodding, he can be credited as single-handedly opening the hobby to the era of 'high-tech' construction techniques. He deserved the title of Billet John, but this was because of his penchant for making one bracket do several jobs at once, not as a means to win show trophies. John was not about trophies; he was about getting a job done. Lil' John never needed to talk the talk—he always walked the walk. What a privilege to have known him so long."

Builder and metalman Tom "The Tinman" Hanna on Lil' John

"I'll leave it to others to inventory Lil' John's life achievements and anecdotes. I offer instead a perspective of the person as I believe I understood him.

"When challenged to explain John Buttera to those present and future who know, or may come to know, only the art but not the artist, my first impulse is to surrender the podium to Twain or Lincoln. Neither (obviously) knew him; both (if you haven't heard) are long dead and I fail utterly the barest qualification—save for having known him and marveled at his talent, I hope I understand a little of what made him tick.

"This man was as complex a genius (and doubt not, he was a genius) as ever created anything on wheels. Aside from his extraordinary creativity, he was beset by a peculiar set of personal demons. He could be most verbally cruel to those who loved him without reservation, and simultaneously, wildly generous, caring, and blindly forgiving to those who used him mercilessly. He could relegate you to his 'Leukemia List' at less than the slightest provocation, real or perceived, leaving little distinction or room for reason. He worshiped those few he respected, some nowhere near his true equal.

"We are each the product of our family of origin, and John's emotional structure was most assuredly imposed by circumstance, not choice. I don't believe he could help himself at his worst and, at his best, could not suppress his soft and caring, deeply emotional inner core.

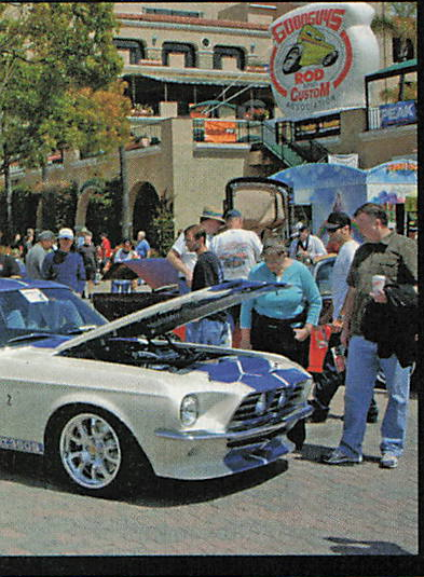
"He had a burning need for recognition and approval and found it not by erecting a nice-guy façade but through his incessant drive to advance his artistic expression. Beyond the sheer determination to chisel the hardest stone long into the night, he had the limitless vision and inner drive to leap with total abandon off the next cliff blindfolded. Or, so it appeared forehand. The principal difference between John and the rest of us was that he could see beyond the horizon and went for it while we were carefully adjusting our blinders.

"To me, he was fun and deeply entertaining, with a razor sense of humor. We had a ton of laughs that have left me some unforgettable pearls. On those rare and thankfully brief occasions when he was drawn to the dark side, you longed for the three monkeys.

"If you wish to know him, he can perhaps best be understood in the elegant detail and design that was his signature. Leonardo da Vinci wrote backward for a very practical reason, though most observers missed the point. The same fate awaits those who try to find the real Buttera by looking at a roadster he built 30 years ago.

"His version of the Cosworth pump, the Hawk 'Y' block-Spice installation, his first Indy Eagle, his first bike—these were the essential Buttera.

"He died too soon, leaving perhaps 10 good years on the table. Not that he owed the world a millisecond more, but for those of us who lived off his scraps, they would have been enlightening."



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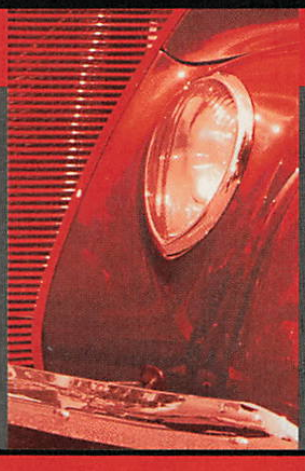

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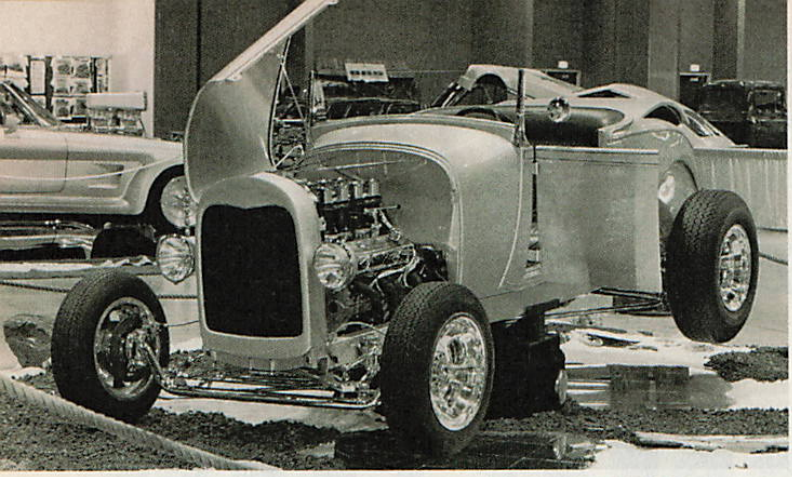
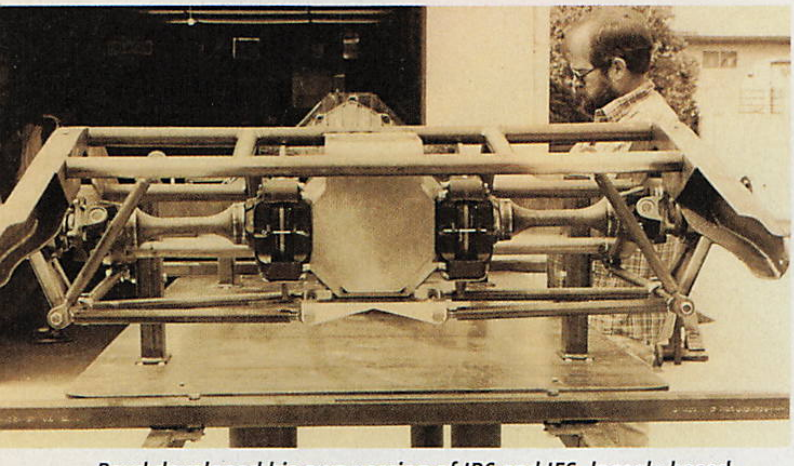


The Boyd-built Silver Bullet *appeared in* STREET RODDER, *featuring Lil' John 'rails, and was called, "The new breed of street roadster."*

After completing Nick Matranga's ultra-smooth black '32, (left to right) *Boyd, Tom Vogele, and Bob Bauder pose with the car at a* STREET RODDER *photo session. At the time, Bob wired and plumbed almost all of Boyd's projects, and he was Boyd's longtime friend.*



Boyd developed his own version of IRS and IFS, loosely based around a Vette center section with inboard discs (i.e., Jag) and billet aluminum spindle uprights. Here he is shown "hands on" removing a chassis from his jig.

Artist, designer, and builder Chip Foose on Lil' John and Boyd

"Two things I think of first when it comes to John are: He was one of the funniest people I knew—his one-liners were the best—and his general lack of tolerance for inactivity. If John asked you to do something and you didn't get around to it, he'd be furious. He wanted the best out of you.

"His impact was immense. He revolutionized drag racing, influenced Indy cars, and look how he changed hot rods and influenced the motorcycle industry. When I first started at Boyd's, I worked there for three years part-time. It was back in January of 1993, about the same time John was finishing his first bike. Boyd introduced us, and John lit into me because he thought all I did was push a pencil and didn't work on cars, but he didn't know me.

"Along with my dad, Art Center, and ASHA, Lil' John was one of the major influences in my life. He'd say, 'Don't try and make it the Mona Lisa. Learn from it and move on to the next one.' He always said if you could make one part out of two, then design it that way. Simplify. I loved to brainstorm with John. If you could challenge him, then you made a friend for life.

"In the end, he asked me to make him a promise that I would go and get myself checked out by a doctor. He said he didn't want my friends to stare at me the way his friends stared at him.

"With Boyd, I had always known of his work, because I had been working in my dad's shop for so long. But, Larry Erickson introduced us at the '90 SEMA show. Boyd looked at my original *Hemisfear* model and asked me to finish the *Aluma Coupe* model (a job I never finished).

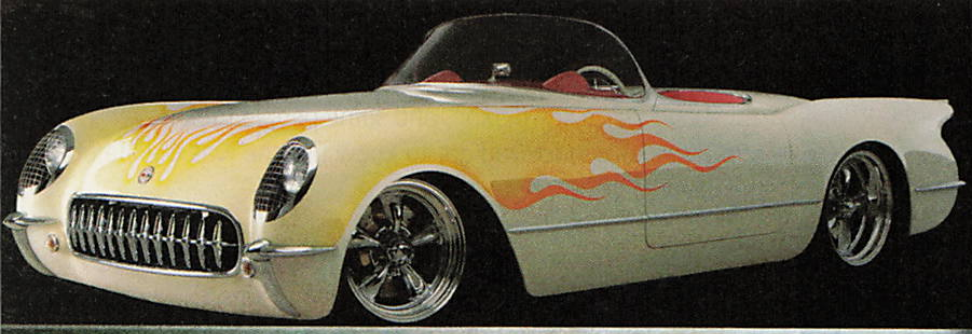
"After two years of part-time I was finally hired. I loved it when it was just a hobby. It was over at the Monroe shop when *Chezoom* was done and the *Aluma Coupe* was being finished. *CadZZilla* had been finished.

"Early one day, Boyd and I were just driving around. He wanted to bet me he could spot more Boyd wheels on cars parked on the street than I could, and whoever saw them would get $100 for each car. I took the bet, and he wasn't even trying. I was catching them everywhere. When we pulled up to the shop, he asked what the total was, and I told him $2,000. So, he reaches over into the glovebox and pulls out exactly $2,000—a stack of $1 bills. He had wanted to give me a bonus but thought I had to earn it.

"Boyd was also strange about money. When I was part-time with him, it looked like I was going to go work for Ford. So, I asked Boyd if he wanted me to fax hot rod designs to him, so he could still use them. He offered me $5,000 more than Ford, so I ended up working for him. For the first four months, I never asked him for what I was owed. I had 600 hours of overtime, and worked 16- to 20-hour days, seven days a week. But, when my wife, Lynne, started law school, it was going to cost $1,300 a month. When I told Boyd that, he said I'd made his life easier and gave me a raise—$1,300 a month.

"I loved my time while there. The way I look at it, if we were all spokes, then Boyd was the hub. What I learned from Boyd was getting the right people for the job. He wanted everyone to enjoy the process and the experience.

"It was tough when Hot Rods by Boyd closed; the management team drove wedges between Boyd and me. He was the closest thing to a second father I had. We used to have breakfast every morning and play liar's poker. After the bankruptcy, we had gotten together probably 10 times, and it was always friendly. He'd say, 'We made a good team, didn't we?' and we talked about working together again.



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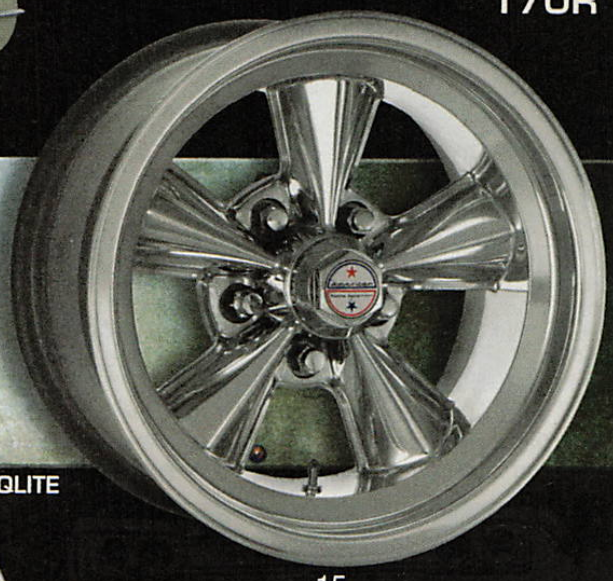
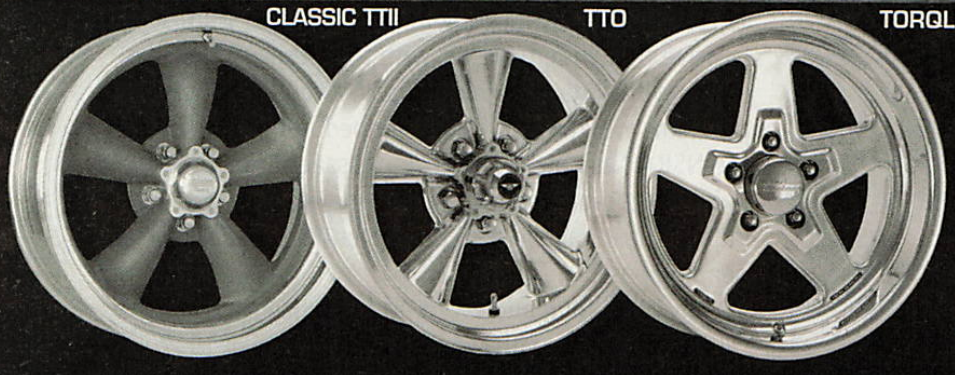


15
Mag Grey w/ Polished Lip, Polished



CLASSIC TTII
15, 16, 17, 18, 20
Painted Center/Polished Rim

TTO
15, 17
Painted Grey w/ Machined Lip, Polished

TORQLITE
15, 17, 18
Light Grey, Polished

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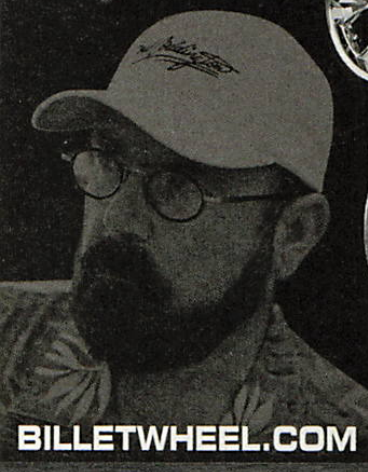

CROWN JEWEL
17, 18, 20
Chrome

JYD
17, 18, 20
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Boyd always shared the spotlight, and here he is giving Marcel De Ley of Marcel's Custom Metal an award for decades of craftsmanship building all of Boyd's one-off metal bodies.

Another Marcel body is the Aluma Tub, *which appeared on the cover of* STREET RODDER.

Boyd and car owner Dennis Varni hold up the '92 AMBR *trophy for the '29 highboy that can still be seen on the highway today, heading from one event to another.*

The Larry Erickson–designed Aluma Coupe *brought street rodding to new heights.*

"Boyd was a shy person, and some people took it as arrogance. But, once you got to know him, he was the life of the party."

Lifelong friend Bob Kolmos on Lil' John

"I knew Lil' John for some 50 years and was 15 when I first started hanging around him. In fact, I left Kenosha, Wisconsin, a week after John and headed west with him. It was quite a sight to see John and his '64 Chevy pickup loaded with his Top Fuel car leaving the driveway.

"None of us had any money, so there was Ronnie Patitucci, Tom Cappelli, Dick Cappozza, John, and myself living in Ronnie's mom's duplex. At least John had a job working for Mickey Thompson.

"I made six cross-country trips with John, starting in 1975. The '75 trip started out poorly, as we were supposed to drive the white roadster with the Gurney-Westlake motor with slide plate injectors. We couldn't get the problems worked out, so we jumped in the T and drove to the NSRA Nats in Memphis, Tennessee. Andy Brizio was in his Mazda-powered roadster, and all of us had cowboy hats. It must have looked pretty funny to see this crew heading east.

"In 1976, John and I went to the NSRA Nats in Tulsa, Oklahoma, along with Dennis Varni. In May of 1977, John and I jumped in the white roadster and headed to Kenosha for his dad's 75th birthday. Did I mention we were in the white roadster, going through Denver as it snowed?

"In July of 1977, we took the new John Corno roadster on another cross-country jaunt. In 1979, we took his new Deuce three-window and went to the one and only NHRA street rod event in Denver, Colorado. I drove the white roadster and remember spending an entire day in Las Vegas, working on a faulty alternator on the coupe. But, we made it.

"John could be hard on people, but I always found him to be my friend—a very close friend who would always help me. He also treated my wife, Sharon, well, helping her and myself with a number of car projects over the years.

"In my times of need, John was there—that's how I know I had a true friend, and I will miss him."

Builder Bobby Alloway on Boyd and Lil' John

"I knew Boyd going on 30 years, and during that time I bet I spoke with him almost every day. He was always a shy person who didn't say much in public, and most people misinterpreted that for being arrogant when in fact he was really just shy. I would walk by Boyd at an event, and he might look over his sunglasses and visually acknowledge me, but he wouldn't say a word. Then, 10 minutes later, I might be 100 feet from him and my cell phone would ring, and he would ask me how everything was going.

"I remember one year Boyd promised me a display for the Grand National Roadster Show—we were competing for the *AMBR* award (and we were lucky enough to win)—and as the show approached there was still no display. We finally

got down to the last month and no display, then the last week and no display. All my friends thought I was crazy because of my undying faith that Boyd would come through. Sure enough, I pull up to the show and there, waiting for me, was a delivery truck with my display from Boyd. In all the years Boyd and I worked together, he never let me down.

"Over the years, Boyd would make the trophies for our car show here in Tennessee (Shades of the Past), and every year they would be over-nighted, but they were always there the first day of the show. He was always good for his word.

"I remember back in 1985, I had just won the *Ridler* with my '33 Vicky and was competing at a car show in Philadelphia to gain points when my Vicky was beaten by a 4- or 5-year-old '32 sedan delivery. Boyd told me, 'You win some, you lose some.' Wouldn't you know it, the following week in Omaha, Boyd's car, the Larry Murray phaeton, was beaten by the same sedan delivery. I called Boyd and reminded him, 'You win some, you lose some.' After he calmed down, he got a good laugh. Boyd had a dry sense of humor, but he had one, and I fear far too many people didn't see that side of him. That makes me sad, because Boyd was a good guy.

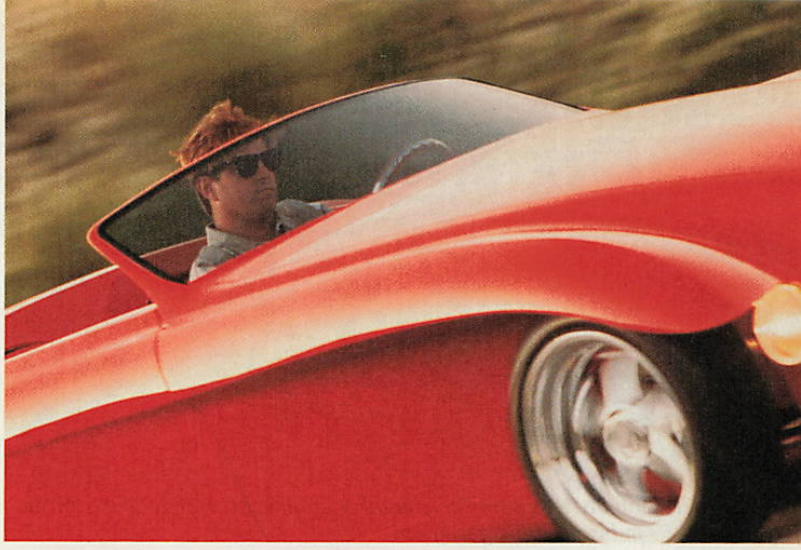
"And then there is Lil' John. John never said a cross word to me, but I must admit I was always on pins and needles when I was around him. I saw both sides of John and knew he could be hard on people.

"I remember a time when Chip Foose and Lil' John were working for Boyd when he asked me to take a look at some prototype wheels—each had made a set. Both sets of wheels were incredible, but John's was more to my liking. Feeling pretty good, I decided to approach John, who was whittling out a steering wheel. As I approached, I noticed another steering wheel lying on the shop floor. I picked it up, thinking this would be ideal to go with the wheels. I told John it looked perfect. I figured John would think this was pretty cool. Wrong! John proceeded to tell me, 'I said that *f—king* thing is junk. You want a wheel, I will make you one.' John made me a wheel."

Builder and manufacturer Pete Chapouris on Lil' John and Boyd

"Lil' John Buttera and Boyd Coddington have each, in their own way, left an indelible mark on the automotive industry in general, but more specifically in the drag-racing and hot rod world. You would have had to been living under a rock to not know this. So, when Editor Brian Brennan asked me to write a few words about my two late pals, I thought maybe a subject away from cars might be of interest.

"I met Lil' John in 1974 after he said goodbye to an amazing drag-racing career. And, ironically, in 1975, I met Boyd at Lil' John's place in Los Alamitos, California. Boyd was using John's machine tools, because he didn't have any. John introduced me to Boyd as his new 'pal' from Idaho and mentioned he was a 'fair machinist,' to which Boyd merely grinned. We hit it off, and that friendship grew to include our families, and others, as well.



With Foose behind the wheel of the Buz Di Vosta–owned Sportstar, *the Lexus V-8–powered roadster continued the envelope-pushing design of street rods.*

The trophy says it all.

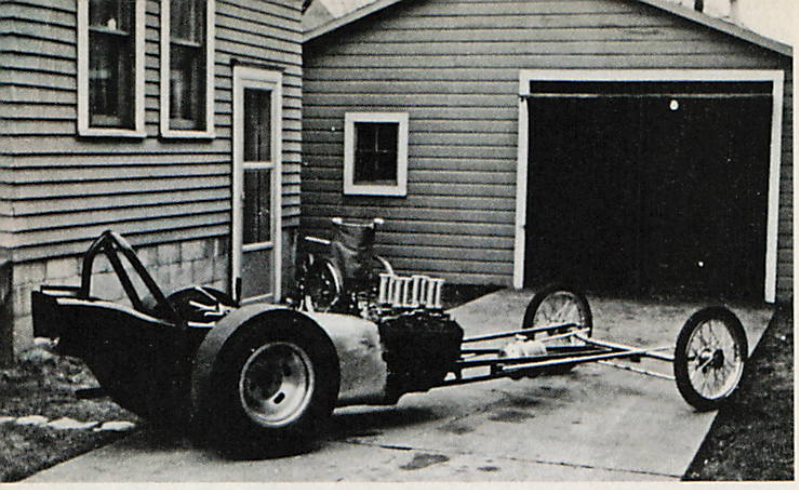
"As time went on, in an effort to save my family from disintegrating under the demands put on me by the start-up of Pete and Jake's, we took up dirt-bike riding. Honestly, it was the first time my family and I had something in common, and we started touting how cool it was to just get away from it all and eat a little dirt.

"I found some of my hot rod business friends had the same issues and had interest in riding in the dirt, as well. So, in the spring of 1983, it was decided by our burgeoning hot rod family of misfits that we should hit the road on a Sunday for a little desert dirt-bike ride.

"Before I get into telling the story of one of the funniest days I had yet to witness, let's introduce the key players: Bob, Diana, Danny, and Brad Bauder; Lil' John Buttera; Boyd, Diane, Chris, and Greg Coddington; Pete, Carol, Nicole, and Peter Chapouris; Gary, Marlene, Leanne, and Scotty Lorenzini; Bob and Nitaya Hines; Jim 'Jake' Jacobs; and Tom Vogele.

"Most of us already had bikes but a few had to either borrow or buy new equipment. Lil' John borrowed a Yamaha IT, Boyd outfitted his whole family with Honda's latest ATCs (along with helmets, boots, gloves, and the like), Hines bought a new Honda XR 500R, and Danny mooched a monster Honda 250R ATC.

"We headed out at dawn, using every available trailer at our disposal and looking like a band of gypsies, more than anything else. Our destination



Lil' John Buttera built this Kenosha Crankshaft Jr. Fuel Dragster in 1963 in his parent's garage.

John, with Dennis Rollain, formed R&B Automotive in Kenosha. Pictured is the first of several Funny Cars for Don Schumacher; this altered-wheelbase '66 Dodge Charger was made from fiberglass.

Bob Kolmos' injected Fuel Altered was one of the first three cars built at R&B Automotive. Bob crashed the car, and that was the end of his driving days.

One of the most famous hot rod photos of all time appeared in Hot Rod*'s Jan. '74 issue during Terry Cook's editorship. The "Great California Street Rod Civil War" pitted Andy Brizio holding the honor of the North, while Lil' John carried the pride of the South.*

was a high-desert riding area called Honda Valley. Unfortunately, the BLM had closed it to bikes, but we sneaked in anyway. Just about the time we had everything unloaded, a ranger came by and threw us out.

"Undaunted, we loaded up (not an easy task) and headed 10 miles northeast to another spot near Phelan. At last, a place to play and teach the novices the art of staying upright. Boyd spent the day teaching his boys how to ride, although young Greg never did grasp the function of shifting. So, after a few hours of low-gear, wide-open throttle, his engine seized.

"Lil' John riding the IT was something to behold. He was wearing a brand-new Goodyear nylon jacket, which was destroyed by the end of the day. The jacket looked like something off a homeless person, as there was lining sticking out of every place he hit the dirt—and he went down a lot. In one particular instance, while trying to keep up with Hines, he rode into a major rain rut and buried the bike up to the handlebars, with John sitting on the bike at about 2 feet tall, leaving no doubt as to his nickname.

"Vogele took a liking to the monster 250R ATC and came blazing through our pit area, hit a rut, flipped the bike, and landed butt first and left with the most amazing look on his face. Someone said, 'If you are OK, that is the funniest thing I have ever seen.' He survived, and it still remains the funniest thing I have ever seen.

"Memories from the late 1970s to mid-1980s are the best for me with John and Boyd. It was a simpler time, the time before it all got crazy and our lives got pulled in so many different directions. Our collective hot rod families were an extraordinary group that worked hard and really knew how to have fun. I can't believe John and Boyd are gone, but I still hear them laughing—that's what endeared me to them and what I will miss most."

Car builder Cole Foster on Lil' John

"I believe John came to California when I was 4 years old, so my memories of him have two parts: my admiration of him as a kid and then my friendship with him as a man.

"My father, Pat, was head of Mickey Thompson's Ford LSR car, so I have heard great stories of John's California beginnings. My dad and John have both told the story of John's first week at Mickey's. The guys working there were an all-star group of SoCal's finest race car fabricators—Nye Frank, Tom Jobe, Bob Skinner, and many more greats.

"Dad gives John his first assignment: Make the steering wheel. Dad tells him, 'It needs to be this big, with a place for three switches,' so John takes the info and runs with it. He works a few days on it on his own with no one really saying much. So, John tells Dad, 'Here it is,' and Dad said it was just a beautiful piece of jewelry, unmatched craftsmanship, but had sharp corners and would have been a real cockpit hazard.

"Dad looks at it and says, 'Wow, John, what a beauty!' and drops it in the trash can, and says, 'Now make one that won't kill Mickey.' That was John's initiation into the SoCal

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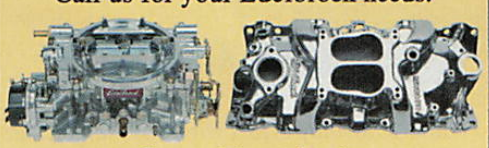

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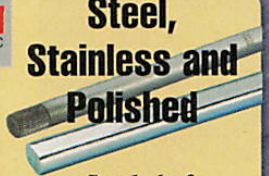

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Lil' John loved his Model A highboys, painted grille shells, and a turbocharged Buick V-6! Yep, the mid-1970s saw hot rodders try any number of variations on the venerable V-8.

John's '87 Indy effort with this March chassis was his last, and the car was bumped from the field with 34 minutes to go. Other noted hot rodders in the photo include Andy Brizio (far right) *and Cub Barnett* (left) *with John's son, Chris* (third from right). *The driver was Sammy Swindell.*

Lil' John never drove in competition at Indy, but you could see the smile on his face from the farthest grandstand the day he drove his roadster around the track. "Carbon" Kenny Koldsbeck, John's longtime friend, rides shotgun.

scene; he took it and went on to not only make another wheel but to become close friends with all the guys, as well as be a chassis, hot rod, and motorcycle legend.

"We stood in the winner's circle together many times with my dad driving Barry Setzer's Vega F/C in the 1970s. Years later, I'd see John in Pleasanton at a Goodguys show as an aspiring car builder myself. I was beginning to not just be 'Pat Foster's kid' but Lil' John's friend, Cole. He gave me a call when he saw my first serious V-twin and gave me a couple of pats on the back after he'd seen a few cars and a few more bikes I'd built.

"John really supported my work with praise that I feel so lucky to have been given by my childhood hero, and I'm even more lucky, as a man, to call him my friend. Praise from 'Uncle John' was something that really encouraged me through the years.

"We had fun together on our friend Jesse James' TV show, *Monster Garage*, and shared the cover of *STREET RODDER* with the Salinas Boy's '36 Ford and his aluminum roadster. After that issue came out, he called me and said, 'Your car should have been the bigger picture, kid, it's beautiful. They just gave it to me because I'm old!' During the same call, he told me stories and gave advice so humble and honest, it could have only come from a true artist—it left me in tears. It was a real meaningful conversation in my life, and he made sense of many questions I have asked myself. Soon after that talk, John became ill.

"We discussed different future projects together, and his words and ideas were as strong as ever. One line in particular comes to mind: 'Remember, son, that there are some kids out there who will want to grow up to be like you—you will influence many.' Well, John not only influenced this boy but a whole generation of motorheads. John, the man, is gone, but his influence and contributions to our craft will be with us forever."

Journalist, historian, builder, and former *STREET RODDER* editor Pat Ganahl on Boyd and Lil' John

"Seeing that a significant part of Boyd Coddington's recognition in the hot rod field came through media attention and, later, participation, I would just like to point out that that attention started right here in *STREET RODDER*. August 1974 was the height of the resto-rod era when brass Model Ts, wire wheels, and phaetons with dogs atop the grille ruled, and I had been at *SR* as a cub reporter less than a year. Frank Oddo came in with some photos of the rarest and most highly prized of Model Ts, a '15 Center Door, built into a beautiful, black, wire-wheeled beauty by a guy named Boyd Coddington, who worked at nearby Disneyland in the machine shop. The rest of us had never heard of Boyd. I don't know how Frank met him, but the car was outstanding, and we featured it in the color centerspread, paired with another black T coupe. It was titled 'A Pair of Henry's Finest,' and it was an auspicious beginning for Boyd.

"I have no idea what became of that first Center Door, but Frank kept tabs on Boyd, watching and taking pictures as he built a new T, this one a black, wire-wheeled '26 sedan with a J&J independent rear suspension. Frank took most of the pictures at Boyd's house, where the car was built. But somehow, they pulled some very tight strings (the fact that Boyd still worked there helped) to get permission to photograph the finished car inside Disneyland, and it

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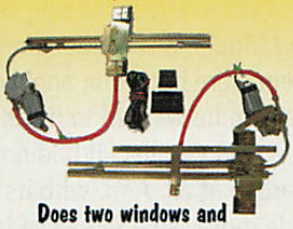

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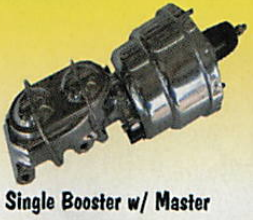

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This photo of (left to right) *Bob Creitz, John, Tom Hanna, and Steve Davis was taken at Steve's shop three months after John's surgery.*

appeared right in front of the Fantasyland castle on the Mar. '76 cover. This was a first-ever. (One little-known fact was that Tom McMullen subsequently bought this T from Boyd, and the combination of that grubstake and the cover publicity was the push that allowed Boyd to finally quit his job at Disneyland and set up his own rod-building business at his home shop.)

"Finally, when Boyd built his *Silver Bullet* smooth '29 roadster, with much help and inspiration from Lil' John, it didn't take much string-pulling for me to get permission to photograph it in the also-nearby Knott's Berry Farm Ghost Town for *STREET RODDER*'s Apr. '78 cover. This car, and this publicity, could be credited for launching the high-tech, billet/smoothie style of street rodding. It was certainly cemented by the red Vern Luce '33 coupe and the Musselman *AMBR* roadster. You know the rest of the story. It was in all the media.

"In my opinion, John Buttera is the father of modern street rodding. In fact, I'd go so far as to say that he belongs in the highest echelon of the hot rod all-time greats, up there with Mickey Thompson, Don Garlits, Ed Roth—who knows?

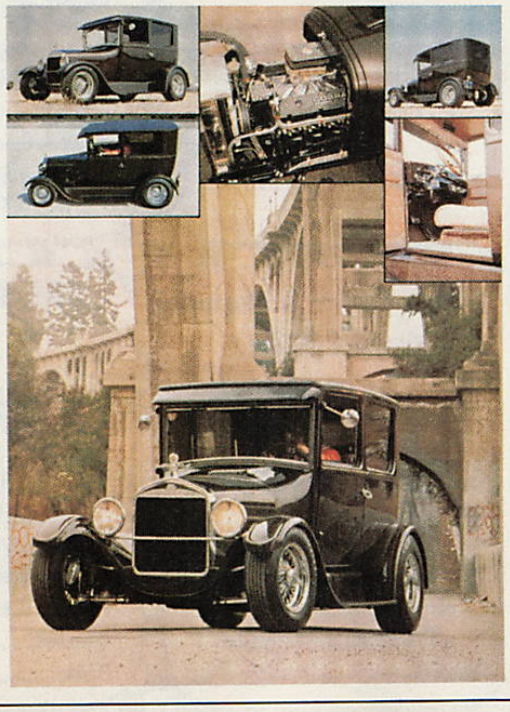
"To start with, we street rodders tend to forget Lil' John started out building highly refined and innovative dragster and Funny Car chassis during the time of the Funny Car's birth and major, lasting changes in drag racing. He was considered a young creative genius then.

"Much later, with Steve Davis, he thought he'd give Sprint Car racing a try at the famed Ascot dirt oval. His chassis worked, and his car won. It seemed almost too easy. So then he tackled what used to be the nirvana of hot-rodding and circle-track racing—Indy. And, he did it his way, with a Hilborn-injected, stock-block Chevy V-8 (hot-rod style). He made the show, which is comparable to playing in the World Series.

"When street rodding was blossoming in the early 1970s, and Model Ts with lots of big brass lamps hanging all over them were hot, John again did his own thing, building a '27 T sedan he wanted to be as contemporary and comfortable as a new Cadillac. It had no brass gee-gaws (he called them 'barbs') at all. And, with its full independent suspension, it rode more like a Jag XJ sedan … across the country.

"But, it was John's white '29 roadster that changed things. It's hard to remember now, but he painted the grille shell white and hand-carved the windshield posts out of billet aluminum, partly because he didn't want to pay for chrome. He wanted the car to be simple, to have symmetry, and to be, above all, functional. It didn't win shows or get on magazine covers. John built a fancier, red version for John Corno that won the *AMBR*.

"John made the first custom-machined, billet, modular wheels for Jamie Musselman's (Coddington) '33 roadster. He built Joe Hrudka's (Mr. Gasket) exquisite '33 Willys coupe. He and his son built a slick Chevy Nova that made the cover of *Hot Rod* magazine. But, while John was certainly known to thump his chest and shout loudly about things he believed, gaining recognition for himself wasn't one of them. I, for one, am glad and honored to do it here."



John's '26 Cad-T *(a '72 Cad interior wrapped by a '26 Model T) took home* Best Safety Engineered *and* Best Interior *from the '74 NSRA Street Rod Nationals. It also appeared on the Dec. '74 cover of* Hot Rod.

Coachbuilder and designer Steve Moal on Lil' John

"It was at Fremont Drag Strip in Northern California, sometime in the late 1960s, that Lil' John Buttera first caught my attention. John had built a Funny Car for Mickey Thompson that was different than all the rest. With its independent front suspension, flawless workmanship, and attention to every detail, I wanted to know who built the car. Between rounds, John was working on the car, and I was able to find out who built it.

"I followed John's work mostly in *Hot Rod* magazine and admired his willingness to try new things and think outside the box. When the articles about him building his T sedan started to run, I followed them very closely, remembering his race cars. Being a hot rodder myself, I paid very close attention to his work on hot rods.

"Andy Brizio introduced me to John, and we slowly became good friends. Anyone who knew John knows there were many layers to his personality. If you could remember all his one-liners, you could publish a best seller.

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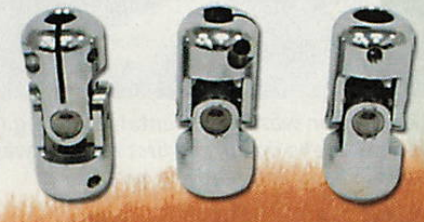

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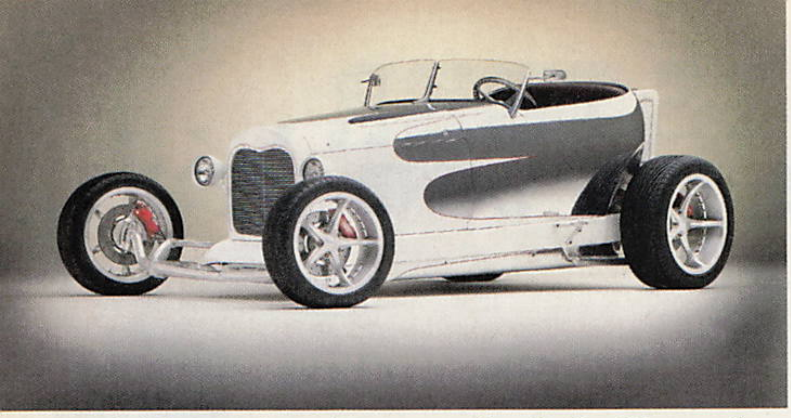

John's last car, the roadster, appeared on the Mar. '07 cover of STREET RODDER. *In covering the build of the car, it was amazing how many friends John had, as they all wanted to work on it; and they did, making this car very special to John.*

JR Robinson was instrumental in getting the roadster built, and when it broke down (the first time), it was JR who showed up with tools in hand and ready to get after it.

John was known for bringing the billet wheel into hot rodding and OE Detroit. This was the last wheel John made.

"It became quite obvious to me that John could not be intimidated by any one person or group of people. He did his work without compromise, his way. He worked hard, giving two days' work for one day's pay. John had little time for those who didn't work hard or wanted to talk about what they were going to do. John was only interested in what somebody did.

"One funny story about John was the time he was in Pleasanton, California, for the Goodguys West Coast Nationals. He had decided to leave and go back to his hotel room, but he wasn't gone long before he called and said his roadster quit running, and he would wait at the side of the road for us to come and help him. While waiting for us to come, he had a cigarette. When he was finished with his cigarette, he flicked it over his shoulder. It wasn't long before he could smell smoke. He looked over his shoulder and noticed he'd started a small grass fire. He hopped out of his car and tried to stomp out the fire—next thing he knows, there are red lights, sirens, the works. Lil' John didn't try to get attention—he just wound up getting it.

"I admired John. I liked him and learned a lot from him. I'm going to miss my pal, Lil' John."

Automotive journalist and historian Ken Gross on Boyd

"Boyd Coddington, himself a remarkably talented, self-made phenomenon, had the ability to surround himself with many talented people—including Chip Foose, Jesse James, and very importantly, master craftsman and CNC-genius Lil' John Buttera. Their collective output set new and lasting standards for hot rodding.

"Although Boyd may be better known outside the hot rod community for his popular television show, his acting talents were not always immediately apparent. Certainly not to me, any way.

"Several years ago, when I was the director of the Petersen Automotive Museum, Boyd and a couple of TV guys in expensive suits came to see me. They wanted to use the museum for a new television program about a hot rod shop. The Petersen would provide a backdrop for the show, and the content would focus on the drama of building great cars, with all the drama associated with big shows, troublesome clients, and challenging workers. The terms weren't very advantageous for the museum, meaning it was going to cost us plenty for the privilege of having the show on the premises. And, while I thought the national publicity would be valuable, I was having trouble justifying the great fees.

"Trying to evaluate the potential success of the show, I asked the normally taciturn Mr. Coddington who the host was going to be. 'Me' was the one-word answer.

"My vision of Boyd in those days was that, while he turned out fabulous cars like the *CadZZilla*, the *Chezoom*, the *Aluma Coupe*, and the *Boydster*, to name just a few, he was a pretty laconic and, you could say, very quiet guy—hardly the sort of TV host who gets high ratings.

"So, I said, 'You're going to be the host?'

"His answer was, 'Yup.'

"With that abbreviated response, I impulsively decided the Petersen would not be a partner. I was convinced that, as great as Boyd was as a car builder, he couldn't possibly be a success on a TV show with his *gift* for words ... and that the entire premise for the show was doomed to failure. The rest, as they say, is history. The TV show was a big hit, adding to the luster of Boyd's already great reputation.

"That just shows you what I know about TV. More importantly, it demonstrated, once again, the many-faceted talents of a remarkable creative genius.

"Aloha, Boyd. You were, without doubt, truly one of a kind."

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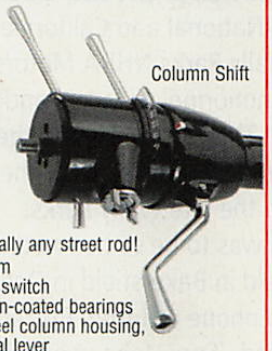

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Editor Brennan (left) *and John were greeted upon arrival in Indy by Goodguys' Gary Meadors* (right).

Car builder and former *STREET RODDER* editor Tom Vogele on Boyd and Lil' John

"News about the passing of family and friends is never easy to accept, especially considering two legends in our rodding world's 'extended' family recently dying within four days of each other. Although similar in talent, creativity, and ingenuity, Lil' John Buttera and Boyd Coddington applied their gifts in very different ways, but both ended up at the same place—creating the finest automobiles and parts the rodding industry has ever known. Not that there haven't been others who had major influence in earlier years, but these two pushed craftsmanship to unprecedented levels that may possibly never be duplicated.

"There is so much information on specific dates, cars, and awards in magazines and on the Web detailing their accomplishments, so to repeat them would be redundant. But, Lil' John's success building race cars and hot rods, introducing billet aluminum and CNC machines, creating innovative motorcycle parts, and his home-garage Indy car effort in a multimillion dollar arena, and, finally, still making parts and building up to his final days are part of what made this man. His 'no-bull' approach to people is also what made this man. No employees or mega shops, he simply poured out huge amounts of ingenuity and skill.

"I was lucky enough to have worked side by side with Boyd for a number of years in the little shop where he started his climb to the top. In the early 1980s, we were constantly doing things that had never been done before, and that's where Boyd taught me TIG welding, mill and lathe work, extreme fabrication skills, and the art of carefully assembling 100 percent–perfect automobiles. In my days with Boyd, he was hands-on, but eventually his limitless ideas led to managing the flow of his empire through dozens of employees and projects, mega shops, and even a television show. As what happens to many stars, *American Hot Rod* did not portray the Boyd I knew.

"In my days as editor of *STREET RODDER*, I would be asked numerous times why we always featured Buttera and Coddington cars, because their car was just as nice. I would always cordially go take a look at the car in question, and each time I would painfully walk away knowing these two legends' talent may never be understood by many."

Builder and manufacturer POSIES on Boyd

"I was truly saddened to hear of the passing of Boyd. We first received a call Wednesday morning telling us of his passing. That afternoon, I was working on my current project and was inundated with numerous phone calls asking if it were true or if I had heard about his passing.

"A couple of years ago, Boyd and I both did a show in the Philadelphia area, I had not seen him for quite sometime, so after the show we decided to sit and talk in the hotel lobby area. We couldn't get a complete sentence in without someone wanting to say hello or get his autograph. Boyd, not being the same guy he was portrayed on his show, was very humble. I say that because I've known him for 28 years as a professional and as a friend. He played a mean hand of liar's poker. Boyd, the good guy he was, gave my wife a set of one-off wheels, designed by Chip, for her 49th birthday to put on her '49 Ford ragtop.

"His accomplishments are quite impressive, but what's even more impressive is his influence on the industry as a whole. Being the first to mass-produce sets of billet wheels, Boyd's wheels helped establish the idea of what a hot rod is. His work inspired many, including *all* the other wheel manufacturers."

Curator of the Wally Parks NHRA Motorsports Museum, historian, and journalist Greg Sharp on Lil' John and Boyd

"Each year at the National and California Hot Rod Reunions, we (The Wally Parks NHRA Motorsports Museum) have the pleasure of honoring six racers and hot rodders for lifetime achievement. They are presented the *NHRA Man and Tire* trophy, commonly referred to as the *Wally* in honor of the NHRA founder, the late Wally Parks.

"Lil' John Buttera was to be so honored at the '07 California Reunion held in Bakersfield in October. About a year ago, I received a phone call from Buttera, saying, 'Greg, I need a favor.' I replied, 'Sure, John, what do you need?' His answer came as a shock. He said, 'If anything happens to me, I want you to make sure my kid, Chris, gets my *Wally*, 'cause it really means a lot to me. They say I have brain cancer, which proves a lot of people wrong—that I actually have a brain!'

"He told me of his upcoming surgery, and I replied that, as ornery as he was, he would be there. And, he was. His daughter, Leigh, his son, Chris, and his son-in-law, Ron Capps (not to be confused with the Funny Car driver), had him there in a wheelchair, and he was great. Dave McClelland interviewed him at the reunion reception, and he was as bright and smart as ever. His incredible talent and creativity, as well as his influence on drag racing, hot rods, and motorcycles, will be long remembered. As he said when asked how he makes a billet rearview mirror, 'You chuck a piece of aluminum in a milling machine and cut away everything that doesn't look like a rearview mirror.'

"I refer to my fondest recollections of Boyd Coddington as before he 'went Hollywood.' He worked in an oversized

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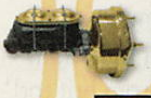

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John built the Joe Hrudka '33 Willys for "Mr. Gasket." Again, an incredible, groundbreaking hot rod.

garage in back of his house in Cerritos, California, and was turning out hot rods one or two at a time with a crew that included, at various times, Tom Vogele, Bob Bauder, Terry Hegman, Lars Johansson, and 'guest appearances' by Steve Davis, Art Chrisman, and Jarmo Pulkinnen. The difference between Boyd and Lil' John was John was a true artist and didn't care if anyone liked what he did, as long as he liked it himself.

"Boyd had to go Hollywood and expand into a huge facility, because he instinctively knew the way to make money was to duplicate his work and sell it. Yet, one of my favorite projects of the 'big shop' was definitely one of a kind. *CadZZilla*, the '48 Cadillac designed by Larry Erickson for Billy Gibbons of ZZ Top, was done nearly 20 years ago and still holds up as a strong contender for the greatest custom car of all time. As complex as Larry's design was, only a shop with the capability of Boyd and the crew he assembled would have been able to make a two-dimensional drawing a reality. Together with the Thom Taylor–designed *Chezoom*, they raised the level from hot rod shop to that of a true coachbuilt facility capable of building any type of car imaginable."

Craftsman and builder Dan Webb on Lil' John

"I had read about John in the late 1960s early 1970s, and his Funny Car chassis were years ahead of most other builders. (He was quick to point out last summer that some of his ideas are still being used today.) He was very proud to be inducted into the NHRA Hall of Fame in 2007, and I told him it was about time! John brought his many years of race-car building to hot rodding. John single-handedly changed hot rodding with his perfection.

"I met John at the Hot Rod Nationals in June 1983 in Ohio. He had just finished a track roadster; if I remember right, it was a project through *Hot Rod* magazine. They were having a little problem in the ignition, and John was pissed off! I was with ex-Funny Car racers Al Bergler and the late Poncho Rendon. Al introduced me to John, and we made small talk. Al said to John, 'Dan's having some problems with his Chrysler Westlake Heads,' and John said, 'That's because he didn't really have any.' I said, 'Yes I do, head number 11 and 12.' John said, 'No you don't, now get the *f*— away from me!' I put my tail between my legs and walked away.

"During a phone conversation a few years ago, I said to John, 'You know, I *did* have that set of Chrysler Westlake heads that I told you about years ago in Ohio.' John's response was, 'I'm sorry!' I said, 'You don't have to apologize.' He responded, 'I'm not; I'm just sorry you had a pair of Chrysler Westlake heads!'

"In Pomona in 2007, John and five or six others were standing by Ashley's (Dan Webb's daughter) track roadster, and John said, 'I've seen this goddamn thing in my sleep.' Before Pomona, some online message board made a big to-do about which car was better: Lil' John's roadster or Ashley Webb's track car; we were still both shaking our heads over that one. A guy walked up to us, introduced himself, and told John he was his hero. John saw the logo on his shirt that was the same one on that online message board. John gave him a real good ass-chewin'; that was worth the price of admission, airfare, hotel cost, and cost to have two cars shipped to California and back.

"John called me less than a month before he died; he was all fired up about the nicest '32 Ford five-window body in Southern California he had found. He wanted me to find a '32 three-window body to trade for it.

"He asked me how the new project was going, and I said it was the best I could do. His reply was, '*F*— yes, it is; you've built the goddamn thing 50 times in your head.' I will always remember the last thing he said to me: 'Make your own path. It doesn't matter if anybody but you likes your own *sh*– anyway!'

"I was happy that I got to make a little piece of art for John, and he called me and asked what it was for. I just told him, 'Because you're the guy who inspired me."

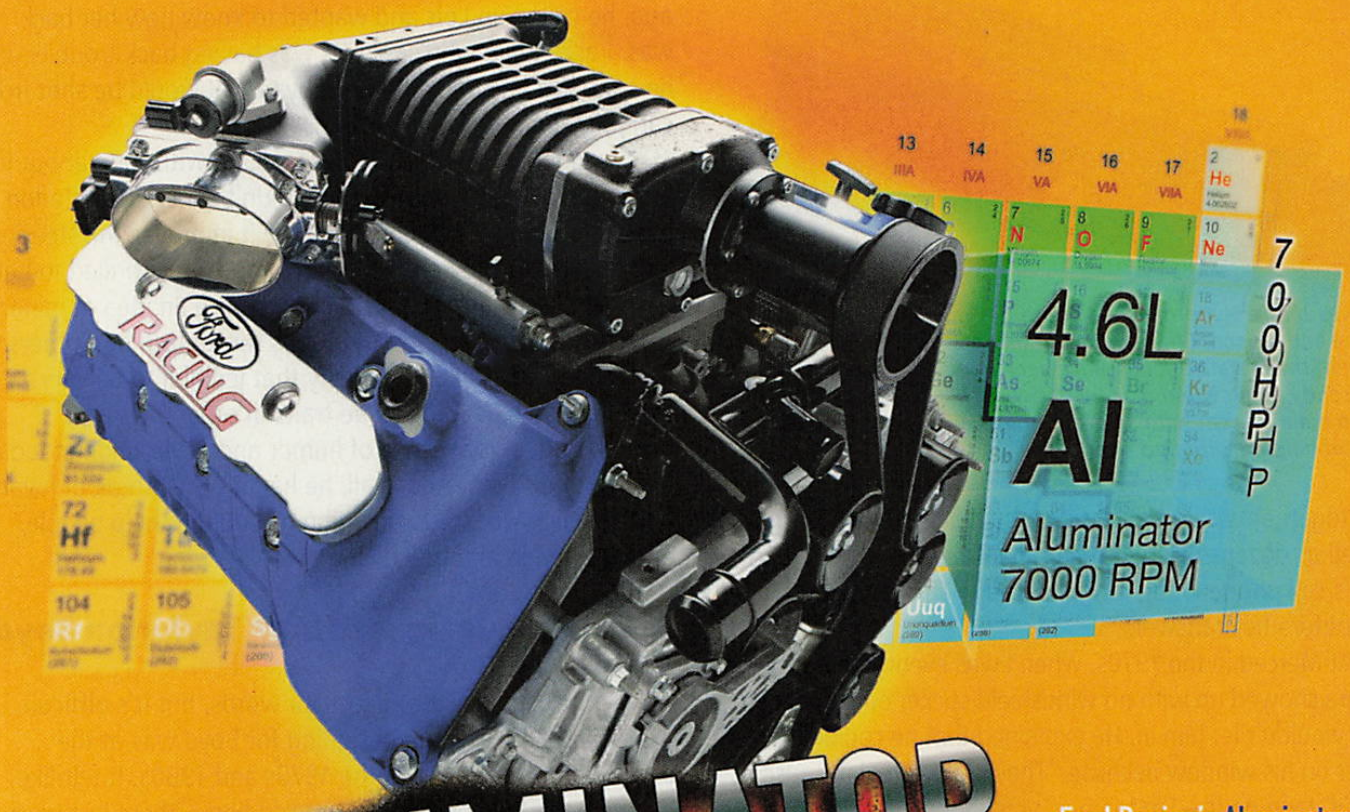
Goodguys Rod & Custom Association founder Gary Meadors on Boyd and Lil' John

"When I start thinking about those guys, I remember how we used to kid around an awful lot. They were both very quick-witted guys with dry humor. They could trade barbs with the best of them. I gave it right back to both of 'em, just as quick as they dished it out. That might be why we always got along so well.

"We never talked too serious about anything. Ya know, from the perspective of an outside guy looking in, those guys were gruff and scowled a lot and would put off the average guy. But, they really weren't that way at all once you got to know 'em. They were very genuine but definitely opinionated. One of John's favorite sayings was, 'Yeah, you're entitled to *my* opinion.' In my mind, they were each their own genius in the things they did.

"Who else do you know, besides Lil' John, who could build an Indy car with very little money but tons of talent and compete with the mega-millionaire guys and qualify for the race with a hot-rodded Chevy V-8?

"Then, you have Boyd, who created some of the first billet wheels and had the smarts to turn it into an empire. He had a knack for surrounding himself with the best craftsmen



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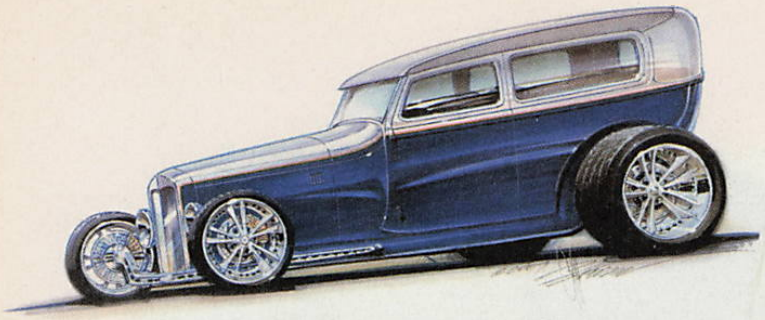

This was John's last project—a Foose-designed Model A sedan that he and his son, Chris, were working on. John had the frame finished; the metalwork has since been handled by Steve Davis and is currently being worked on by Chris and JR Robinson. John's idea was to build this car with and for Chris as a thank you for all the years of helping with Dad's cars.

and, together with great designs, built seven *AMBR* winners, as well as dozens of other major award-winners. Anytime Boyd's cell phone would ring, he'd say, 'This could be the big one' before he'd answer.

"At Merced in the 1970s, when I was event director, Buttera showed up with no windshield sticker on his roadster, and I wouldn't let him in. He explained that he couldn't put a sticker on his window because, 'They would steal it 'cause it said Lil' John on it—I'm famous, you know.' I said, '*Bullsh*–! Get over there and register your friggin' car!'

"One of the best stories was when we roasted Boyd in 1996. Lil' John got up and really put it to Boyd. He explained how when the two were making the first sets of billet wheels, Boyd talked about 'getting into' the wheel biz. John asked, 'Boyd, we've already made six or seven sets of billet wheels for our rich-guy buddies. How many more sets of these deals can we possibly sell?' That one really got a chuckle.

"One time, Andy Brizio and I went down to visit Lil' John. We go into his shop and he has one of those brand-spankin'-new computerized CNC machines. He has all these high-tech gadgets and big-screen stuff all around. It was when he was building his Indy car. We asked him, 'Man, how did you afford this?' He replied, 'They came in, and they set it up for me when I gave 'em the down payment. My next payment isn't for 90 days. I figure if I default on the payment, it will be another 30 days before they actually get around to coming to repo the damn thing, and by then I'll have all the parts I need already made.'"

Builder and manufacturer Richard "Magoo" Megugorac on Lil' John

"There was a huge fad in California for western wear back in the 1980s. Everyone in street rodding had to have a western hat, vest, and whatever else they fancied. So, there we all were in our highboys and cowboy hats. John decided I needed a horse, so he bought me one and presented it to me at Pleasanton. The laugh was that it was a broomstick pony. I drove around with the broomstick with its stuffed horse head for the entire weekend.

"He started calling my wife, Lois, 'Goldie' many years ago when he noticed her fondness for jewelry. A few years ago, he called up Lois and wanted to know how her back was. I asked him who said Lois was having back trouble, and he said, 'No one, I just thought by now it would be shot from carrying all that jewelry around.'

"A couple of years ago, I was talking with John about his little modified and discovered he didn't know about Teflon bushings for front spindles and how it improves the steering and eliminates the need for lubrication. I was thrilled to help John and especially to have him recognize an idea of mine. He had incredible talent but always recognized it in others. He had an integrity and honesty that led him to be very trusting and expect the same traits in others.

"He had a great sense of humor and never understood a lack of it in others. Above all, he had a wide streak of loyalty and a willingness to do anything he could to help people, and that made him friends for life."

Artist and designer Thom Taylor on Boyd and Lil' John

"I'm usually never at a loss for words, but it's difficult explaining how exciting designing for Boyd was at the beginning of his ascent in the 1970s and 1980s. It felt like we were the leading edge of hot rodding—there just wasn't anything being built close to what we came up with. It was a rush seeing progress on a car or component I designed.

"I was always careful designing changes requiring metal shaping and huge money, thinking they couldn't be done or cost way too much. I was astounded when Boyd told me he was building Vern's coupe as drawn—radical changes and all. After that, whatever I drew was seriously considered, if not actually built. Boyd would show the prospective customer a rendering and out came their wallet. Billet stuff was like the Hope Diamond, especially the wheels—it was like they saw God!

"Boyd was not interested in the wheel business; no market existed, and he wanted to keep them exclusive to his customers. But, as more people saw them, it was inevitable—even at the astounding price of $1,200 a set. It's strange that such hyper hot rod freaks like Boyd and I and the others involved all found each other.

"Lil' John Buttera was a really intense guy. Most times, you knew where you stood with him—but not always. In 1978, I drew a T-shirt design for him with his white roadster. When Boyd Coddington saw John's drawing, he wanted a similar one for a Hot Rods by Boyd logo, but redrawn as his recently finished *Silver Bullet* roadster. I told him to ask John, and if it was OK with him, it was OK with me. Later, he said John approved, and so Boyd's logo had that drawing.

"Fast forward to April 2007. I'm the Goodguys Del Mar Hot Rod Hero, and John is asked to talk about my contributions at a Saturday gathering. The first thing out of his mouth is, 'You used my drawing for Boyd's logo, didn't you?' He was bothered by it—for 30 years, and I never knew! I don't know whether Boyd didn't ask or John regretted his approval, or who knows? He went on to have very nice things to say, but I was stuck on the drawing.

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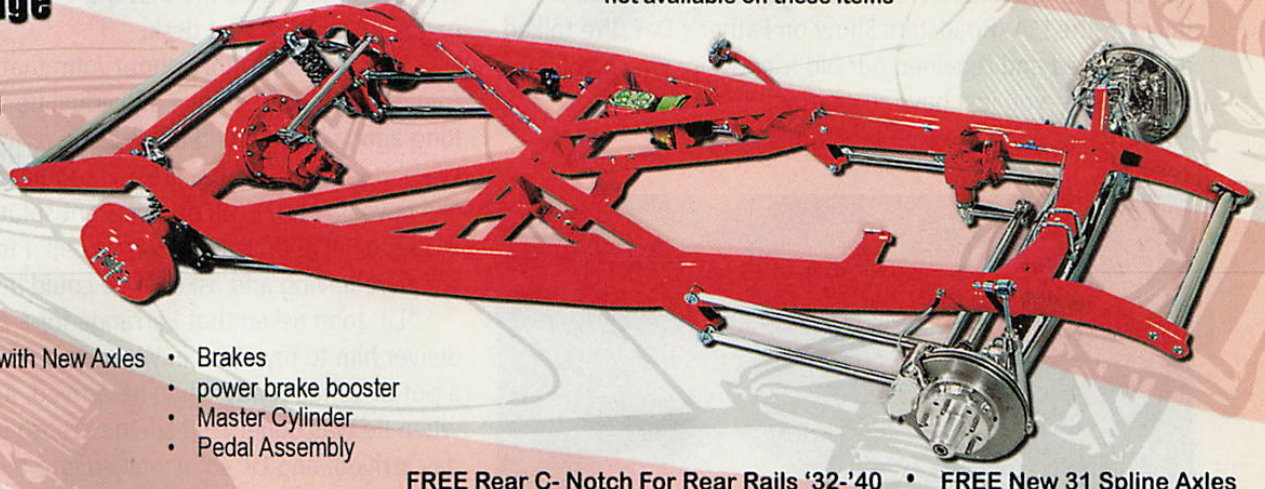

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The next day, I talked briefly with Boyd and Jo, and that was it—the last time I ever saw Boyd and Lil' John."

Speed shop owner, racer, and car builder "The Rodfather" Andy (Bear) Brizio on Lil' John

"I met John Buttera back in 1970. He had moved from Kenosha, Wisconsin, and I was building T-buckets while he was building Funny Cars. Dan Woods had invited us to come down and attend the Early Times Picnic in Compton. Sue and I went down with kids in tow, and John and Joni were there with their kids. We hit it off right away, and John became interested in building a street rod.

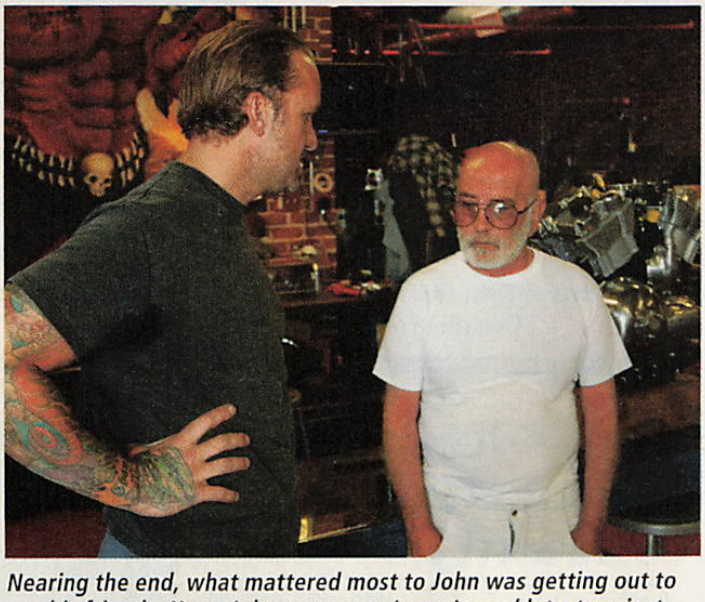
"We did many cross-country trips together, and one in 1974 with our families, and several other friends and families, to the Nationals in St. Paul, Minnesota. This trip was with the T sedan he had just built, and I had my yellow '32 roadster. *Hot Rod* magazine did an article that year (January 1974) and called it the 'Great California Street Rod Civil War.' The North (Andy) versus The South (Lil' John).

"Our friendship continued, and I was fortunate to be able to be on John's pit crew for three years—1982, 1984, and 1987—at Indy. I never thought I would be pushing an Indy car out on the track in preparation for the Indy 500 race. It truly was a memorable moment. I had John build me a beautiful track roadster, of which I was extremely proud, but it just wasn't practical for two people to travel in. So, I stayed with my '32 roadster.

"John wasn't a people person, to say the least, but he was admired and respected by many people in the industry for his craftsmanship. He could make anything and was definitely an influence in the hot rod world, just as he was in the racing world.

"In 2006, John and I decided to do a cross-country trip like the old days and drive to Goodguys Indy and back to finish at the L.A. Roadsters Show on Father's Day. We talked and laughed and regained our old friendship, which you never lose—you just have to charge it up again.

"Thanks, John, for that last trip."



Nearing the end, what mattered most to John was getting out to see his friends. Here, John goes over Jesse James' latest project.

Builder and manufacturer Barry Lobeck on Lil' John and Boyd

"Lil' John was the billet aluminum master. He had more talent in his little finger than most people have in their whole bodies. Getting along with other people was not one of his stronger points but building cars was. He was one of the first builders around who would have the customer's car drawn up first for him/her to look at. He was also the first to get different companies to donate tires, paint, and parts for hot rod projects.

"I met Boyd back in the 1980s, and I stayed with him for a while at his house. At that time, his shop was located at his residential property. His neighbor would stand on a ladder to look over an 8-foot wall that separated the properties and would take pictures of what Boyd was doing and tell him he was going to call the authorities to get him in trouble for having a business on residential property. Boyd had to move.

"He was better with people than most, and he could bring the best out of anyone.

"Lil' John and Boyd will surely be missed. They both did a lot for the hot rod business."

Entrepreneur and racing safety expert Bill Simpson on Lil' John

"I first met Lil' John Buttera back in the 1960s. Given our professional paths crossed frequently, it didn't take long before we became both professional friends and, more importantly, close personal friends.

"I could go on and on with stories about John but so could many others. He truly was a unique individual, with abilities that far surpassed all others. I still sit at the desk he milled out of billet on his CNC machine (aka Guido) as a wedding present, along with a billet lamp, but that's another story. John once told me that the CNC program was 900 pages to 'whittle' that desk.

"I do have one story about John that sums up what a friend, talent, and unique individual he was. It wasn't that long ago I was building an airplane at my ranch in Wyoming. We had wrestled with a linkage problem for what seemed like days on end. With no apparent solution in sight, I threw in the towel and gave Lil' John a call. I told him the problem we were having and asked if he could help.

"Lil' John asked that I arrange for a private airplane to deliver him to my place in Wyoming, where there would be a pot of coffee ready when he arrived, and he could leave when he was done. That seemed reasonable enough. The day arrived, and Lil' John walked into the hanger, drank his coffee, smoked his cigarettes, and began to look at my problem. In 15 minutes, he accomplished what I couldn't in days of mind-teasing effort. He had neatly solved my *insurmountable* linkage problem in minutes. A few more minutes passed, and then Lil' John asked to go home. Just like that, he arrived, drank his coffee, solved my problem, and was back on his private flight home.

"That was Lil' John, my friend, someone who was immensely talented, and ready for life's next challenge." SR

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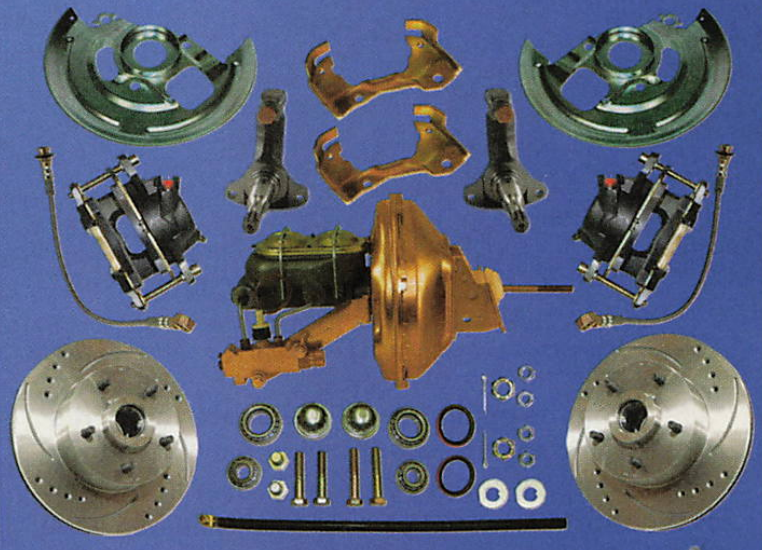

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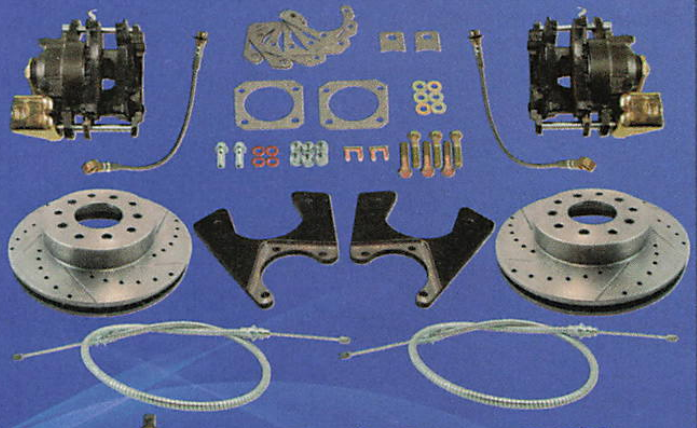

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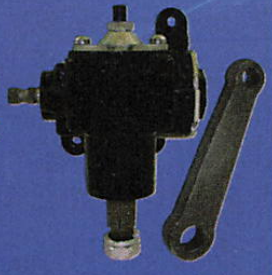

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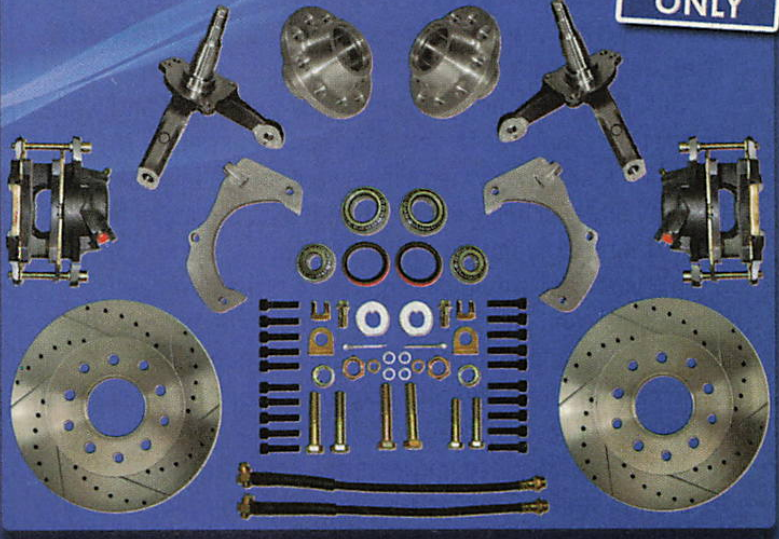

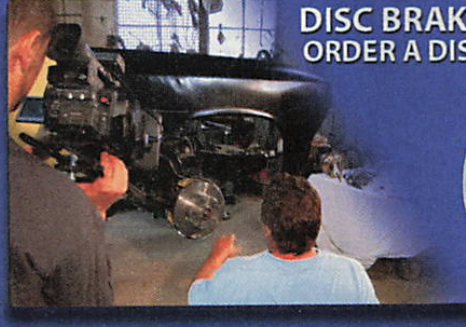

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Road Tour '08: Part III

A look at the ASC Speed33

BY RON CERIDONO
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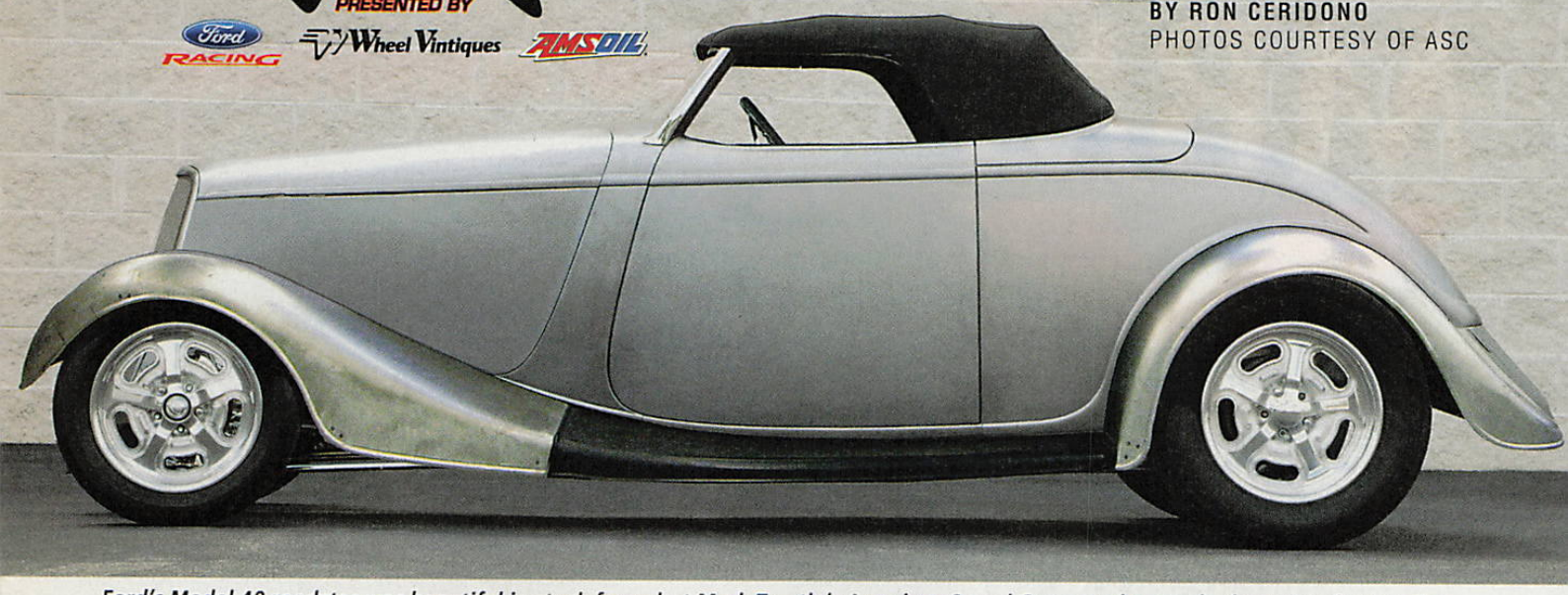
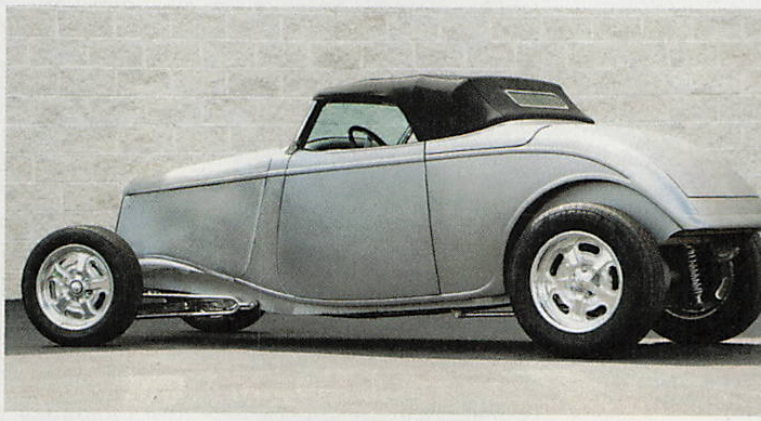


Ford's Model 40 roadster was beautiful in stock form, but Mark Trostle's American Speed Company has made them even better. The Speed33 lends itself to a variety of building styles, including full fenders and running boards.

Given the popularity of the Deuce today, it's ironic analysts were saying the Ford Motor Company's glory days were over at the end of the short '32 model year. The FoMoCo had gone from being one of the greatest revenue-producing businesses in the country to one of the biggest losers. Chevrolet was outselling Ford by a huge margin, Plymouth was closing in, and, worst of all, 70-year-old Henry Ford was viewed by many insiders and consumers as being out of touch with the car-buying public.

But, Henry was not the kind of guy to give up, and while his vast personal wealth certainly made it easier for the company to hang on when times were tough, it was his tenacity and mechanical savvy that led him to make his cars more desirable by improving the V-8 engine. He also realized a big investment would be required to produce a new, more stylish and comfortable car to regain his sales lead. Henry was wise enough to assign that responsibility to an extremely talented, and arguably one of the best, designers of the era—his son, Edsel.

Much like the preceding year, the Fords for 1933 got off to a rough start. Thanks to a strike at the Briggs body plant, and the problems inherent in designing and producing what were for all practical purposes completely new cars, the new Model 40s weren't introduced until February 9, 1933. The handsome new body styles were well received, but their late introduction again gave Chevrolet and Plymouth a head start in sales. However, the public's confidence in the Flathead V-8 was growing, and Ford was ready to pounce on the competition when 1934 rolled around.



The Speed33 looks great as a highboy, especially when combined with the Roadster Shop's pinched and bobbed frame.

While the ASC body is unique in many regards, it can still be mounted on an original frame with a stock hood, grille shell, and fenders.

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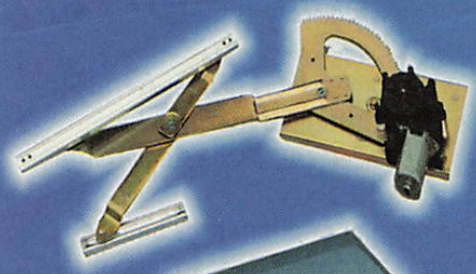

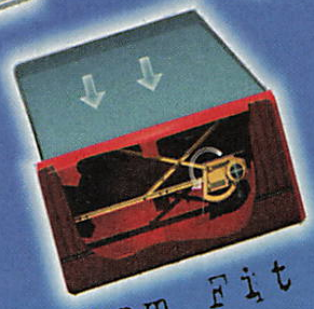

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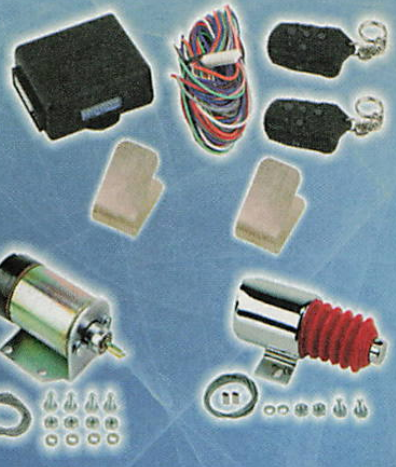
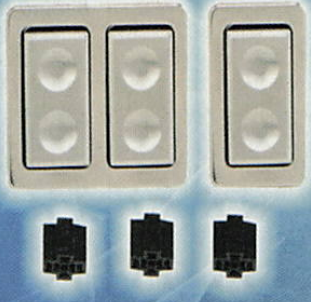


Power Bear
Claw Latches



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The now-you-see it, now-you-don't top is the best part of ASC's Speed33. Stowage begins by lifting the rear of the top and opening the tonneau cover/tulip panel. First, the rear of the panel rises ...

... then it moves to the rear, the front disengages from its guides, and the panel opens fully.

With the windshield latches released, the header assembly can be moved up and back.

Starting in October 1933, Ford began an advertising campaign touting the virtues of the Model 40, which was beginning its second year of production ('33s and '34s were both designated as Model 40s). The pinnacle of this public relations blitz was the company's display at the '34 Chicago World's Fair.

Mechanically, there were some minor changes for 1934; the most notable was the introduction of the Stromberg two-barrel carburetor as a replacement for the single-barrel Detroit Lubricator.

Visually, there were a number of differences between '33s and '34s. All '33s had black fenders, regardless of the body color, while '34 fenders were body color and black fenders were an option. Other changes for the '34 included a new, straight grille with fewer bars and a wider surround, hood louvers were straight instead of curved, and there were two hood latches rather than one. Headlamps and cowl-light buckets came to more of a

The top assembly folds easily and is completely hidden in a well behind the seats.

With the top stowed, the tonneau cover/tulip panel is closed and latched, and you're ready to cruise in the sun.

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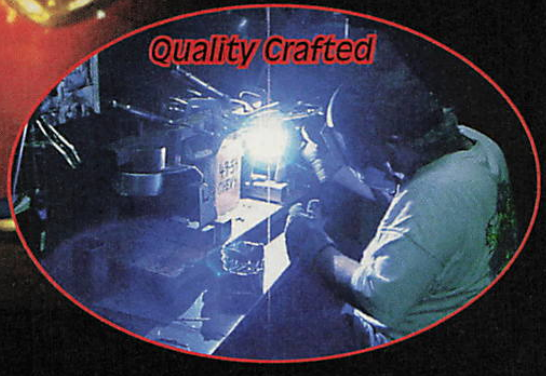

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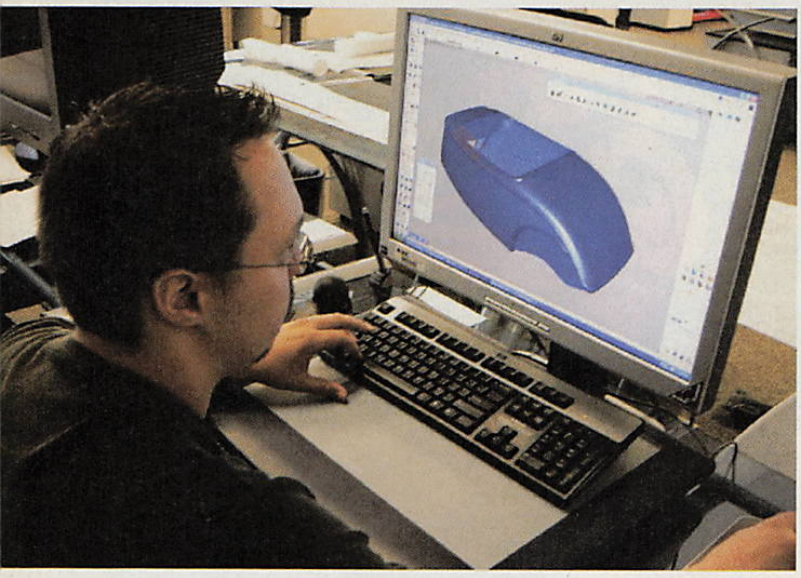
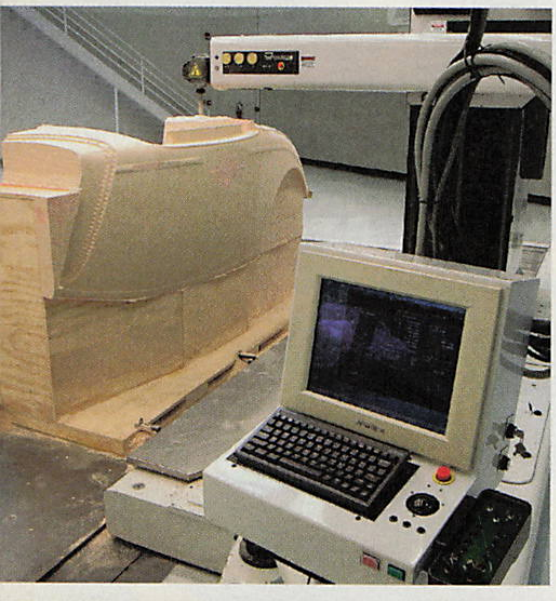


All the design work was done with the latest CAD equipment. This procedure is almost the reverse of how things were once done. Rather than take dimensions off of a clay model, a foam model is now made from the dimensions established by a 3-D computer program.

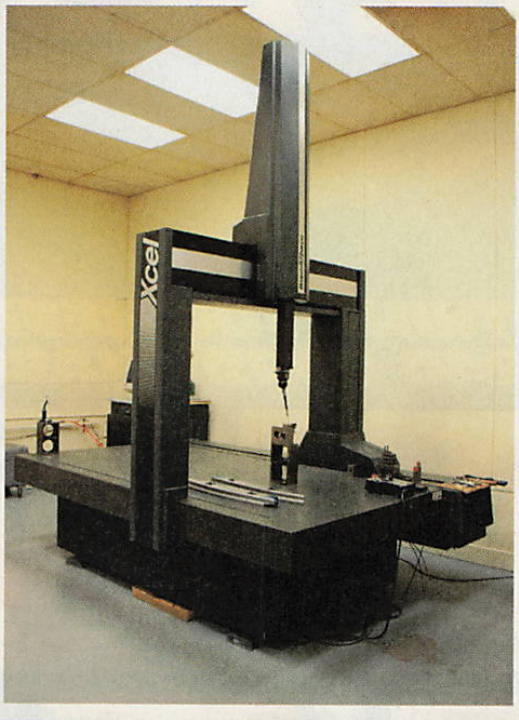


Directed by the computer-established coordinates, a five-axis free-arm mill carved this half-body in urethane foam so its shape and features could be studied, then tweaked as necessary.

One of the greatest challenges had to be the windshield posts, which had to be slim and stylish while incorporating channels for roll-up windows. Production versions are investment-cast in stainless steel.

point on '33s, hubcaps were changed, and '34s wore three pinstripes on the body, while the '33s had two. Inside, the '33's engine-turned dash insert was replaced with woodgrain, door pulls were changed (those small items had a number of variants) and eventually eliminated, and the windows in closed cars moved back, as well as down, for enhanced ventilation.

In terms of design, Model 40s are considered by many to be the most sophisticated of the Fords produced in the 1930s, which has always presented hot rodders with a dilemma. The fact is there isn't much you can do to improve upon Edsel's design. It can be a little like putting Mona Lisa in a tank top; go overboard with modifications and you end up with less than you had. It takes a good eye and a deft hand to make changes in classic automotive architecture, and one group that has demonstrated that ability is American Speed Company, creators of the



This digitizer is used to pick up datum points and prove the dimensional accuracy of the computer model. If changes are necessary, they can be made before production begins.

While some subtle revisions were made to the shape of a few body panels (as an example, the decklid isn't as flat as a stocker), the fenderwells are dead on and will accept original fenders.

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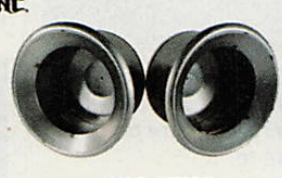
VIN-KB-13000-QS

VIN-KB-13000-SBC


HAG-4050BS

HAG-4050C

VIN-KB-13000-QS-	King Bee headlamp. S.S.	$124.95 pair	
VIN-13000-SBC-	Dietz headlamp	$74.95 pair	
HAG-4050BS-	Frenched headlamp kit bare steel. 40's & 50's	$234.95	
HAG-4050C-	Frenched headlamp kit chrome. 40's & 50's	$284.95	

Tail Light Kits

Starting at **$18.95 Each**

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BOB-KA0001

BOB-KA0002

BOB-C8007

BOB-C8007-2

BOB-C8007BD

BOB-C7001R

BOB-C4003F

BOB-KA0102

BOB-KA0101

BOB-C7001L-	40-53 Chevy pick up. Left	$18.95 each
BOB-C7001R-	40-53 Chevy pick up. Right	$18.95 each
BOB-C4003F-	41-48 Chevy tail light assembly	$21.95 each
BOB-KA0201-	38-39 tail light assembly w/ blue dot	$24.95 each
BOB-KA0001-	28-31 tail light assembly S.S. left (w/ license light)	$24.95 each
BOB-KA0002-	28-31 tail light assembly S.S. right	$24.95 each
BOB-KA0102-	33-36 tail light assembly	$25.95 each
BOB-KA0101-	33-36 tail light assembly w/ license light	$28.95 each
BOB-C8007-	59 Cadillac tail light assembly- red	$30.95 each
BOB-C8007-2-	59 Cadillac tail light assembly- clear	$32.95 each
BOB-C8007BD-	59 Cadillac tail light assembly- red w/blue dot	$39.95 each

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REAL PARTS

STR-S9978 - 38-39 Tailight assembly..... $19.95 each

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Starting at **$17.95**

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STR-SKT423

STR-SKT423A

STR-SKT431L

REAL PARTS

STR-SKT4013-	Interior, pol. alum., ball milled	$49.95	STR-SKT430R-	4" fender, w/ flat glass w/ adjust. screws, right	$18.95
STR-SKT423-	3" peep, left or right	$17.95	STR-SKT430L-	4" fender, w/ flat glass w/ adjust. screws, left	$18.95
STR-SKT423/C-	3" peep, left or right, w/ chrome mirror glass	$18.95	STR-SKT431R-	4" fender, w/convx glass w/ adjust. screws, right	$19.95
STR-SKT423A-	3" peep, left or right, straight. arm	$17.95	STR-SKT431L-	4" fender, w/convx glass w/ adjust. screws, left	$19.95
STR-SKT423A/C-	3" peep, left or right, straight arm w/ chrome mirror glass	$18.95	STR-SKT433R -	3" fender, w/ flat glass, right	$17.95
STR-SKT424-	4" peep, left or right	$18.95	STR-SKT433L-	3" fender, w/ flat glass, left	$17.95
STR-SKT424/C-	4" peep, left or right, w/ chrome mirror glass	$19.95	STR-SKT434R-	4" fender, w/ flat glass, right	$18.95
STR-SKT424A-	4" peep, left or right, straight arm	$18.95	STR-SKT434L-	4" fender, w/ flat glass, left	$18.95
STR-SKT424A/C-	4" peep, straight arm, left or right, w/ chrome mirror glass	$19.95			

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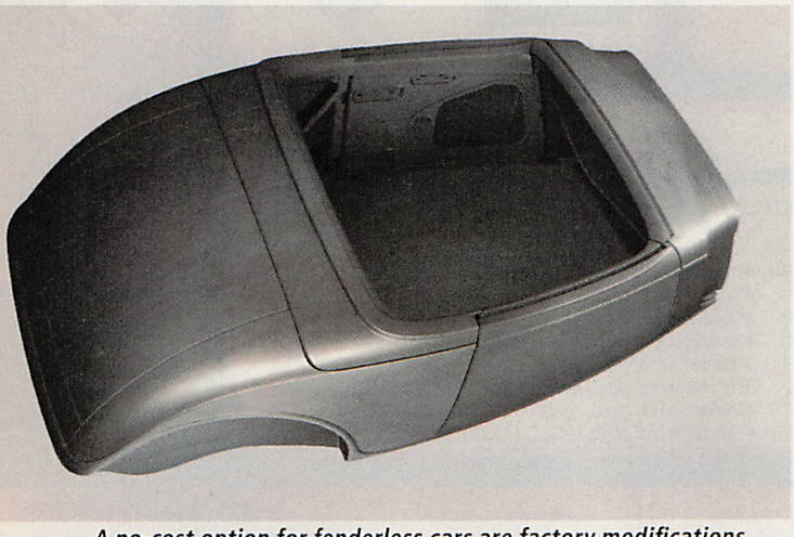
While original bodies are often criticized for being inaccurate, it's a wonder fit and finish wasn't much worse given the methods used for design and production back then. Speed33 bodies are produced to standards the originals couldn't come close to.

It takes a room full of dies to make a Speed33 body. Body panels are stamped from 18-gauge steel, with all inner structure stamped from 11-gauge reinforced with ⅛-inch wall steel tubing. The floor pan is ⅛-inch steel.

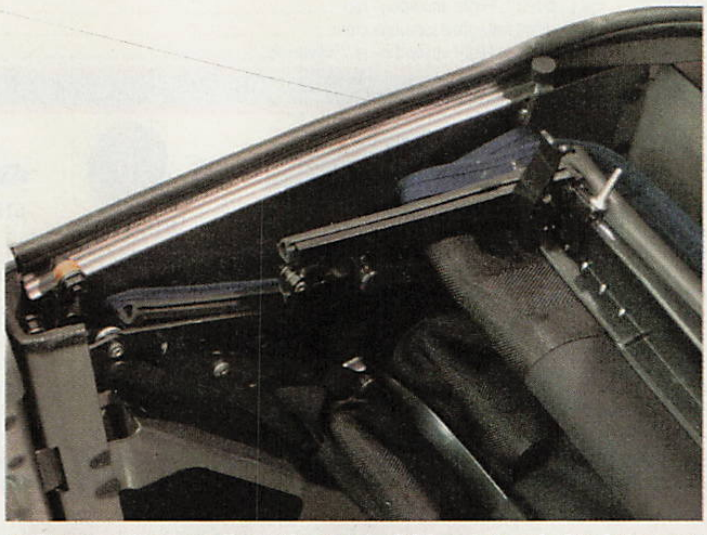


A no-cost option for fenderless cars are factory modifications that allow the body to be channeled 1 ¾ inches over the frame. This eliminates the gap between the cowl and the frame with the stock bodies.

Speed33—the basis of our '08 PPG / *STREET RODDER* Road Tour car. Having designed the Dearborn Deuce, and with 30-plus years of experience with Detroit's OEMs, ASC not only knows what to do but how to do it.

To build its bodies, ASC started with surface scan data from a pristine original '33 roadster, then the company incorporated a variety of refinements using the latest CAD software and hardware, just as the major manufacturers do it. Among the numerous subtle changes, the firewall has been modified to accept contemporary engines, and the cowl has been reworked to mount a unique curved windshield. Solid stainless steel windshield posts have been included, and access to the roomy passenger compartment (4 inches wider and 5 inches longer than a '32) is now through doors that are stretched 4 ½ inches

With the top up, the header is secured to the windshield frame with modern, over-center latches.



Brilliant packaging allows the top to fold and stow behind the seat and below the tulip panel.

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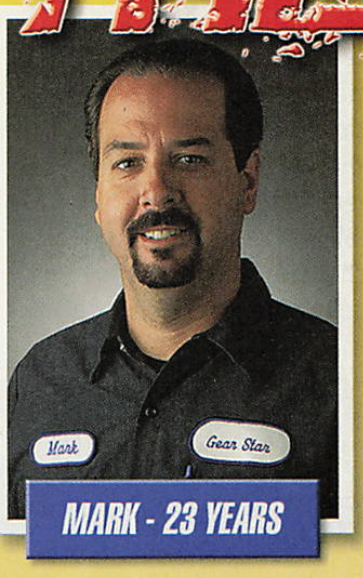
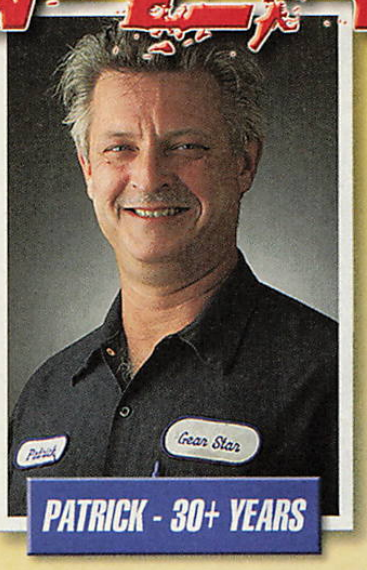
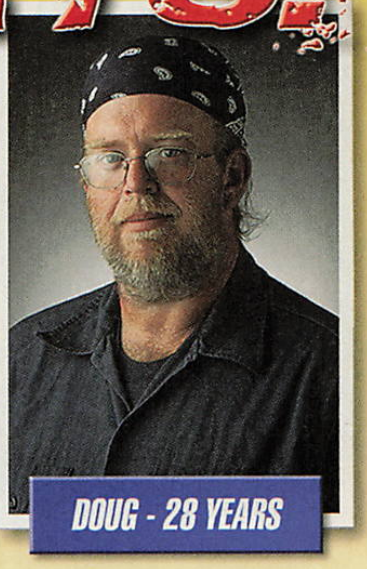


MARK - 23 YEARS

THOMAS - 16 YEARS



PATRICK - 30+ YEARS


DOUG - 28 YEARS

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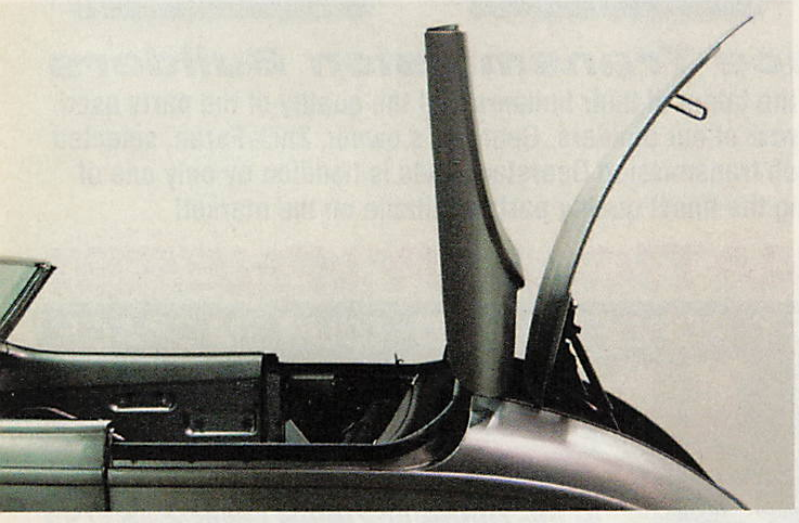
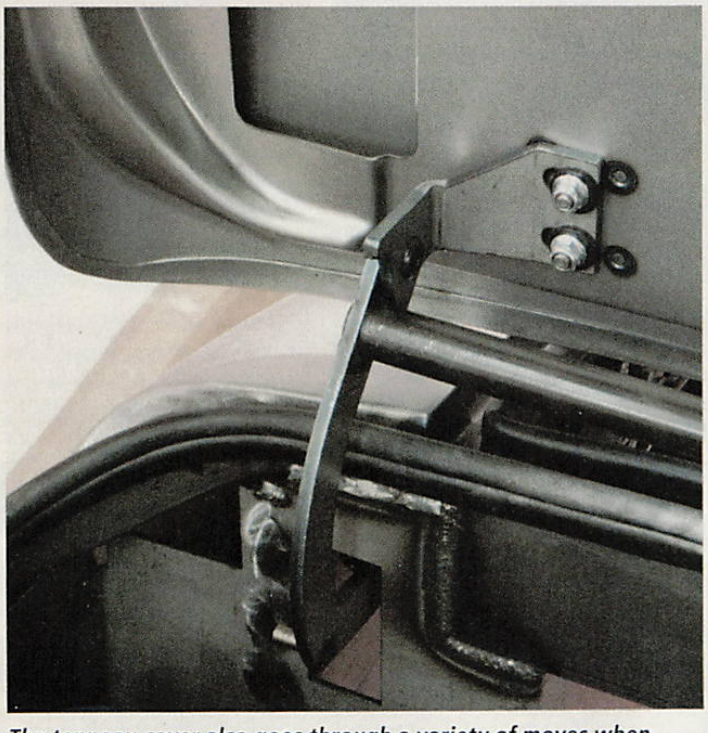
Release latches for the tonneau cover and the trunk lid are in the hinge post. Note the hidden hinges.



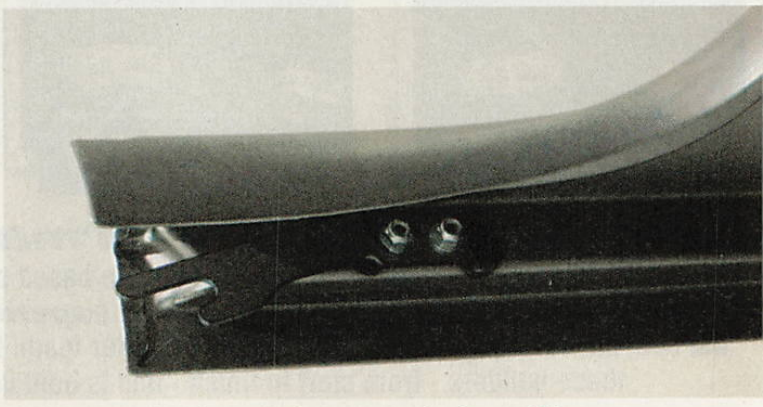
This took some engineering: The tulip panel/tonneau cover can be opened at the same time as the trunk lid. The leading edge of the trunk lid moves to the rear as it opens.



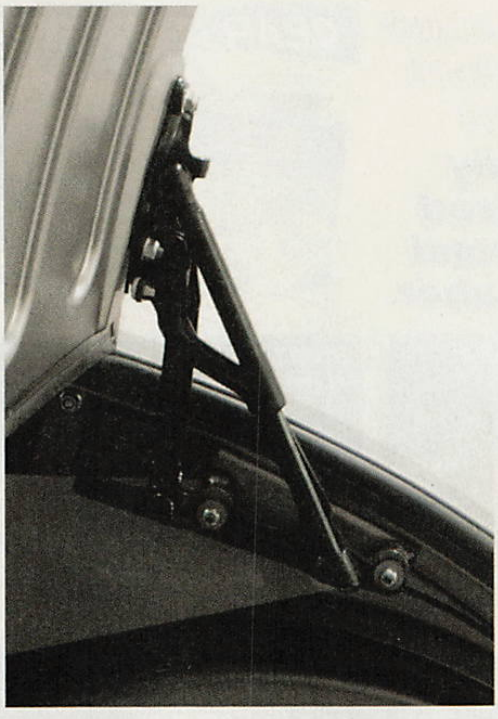
The tonneau cover also goes through a variety of moves when opening. This is the hinge assembly at the back of the panel.

over stock. But, what makes the Speed33 so unique is the fully integrated convertible top and roll-up windows. So cleverly done, these additions take nothing away from the classic roadster styling with the top up or down, yet it offers the best of the open- and closed-car worlds.

By combining the latest automotive technology with the vision of an experienced street rodder like Mark Trostle, ASC has done a remarkable job of updating a classic design while keeping its character intact. It truly is the best of both worlds, and we're sure even Henry and Edsel would approve. SR



This is the right side catch that secures the front of the tonneau cover when it's in the closed position.



Compared to the trunk hinges used on a stock Model 40, these are an engineering masterpiece. They allow the trunk and tonneau to open simultaneously.

More modern hardware can be found securing the trunk lid in the closed position.

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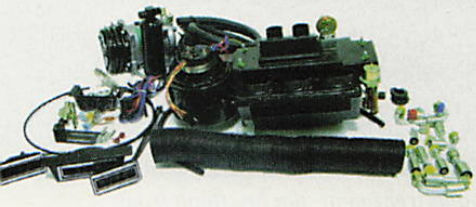

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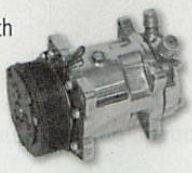

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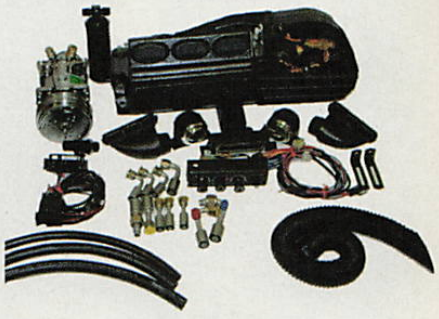

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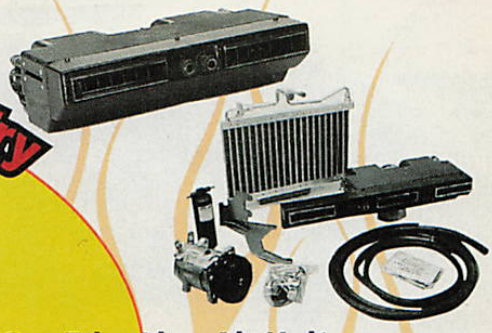

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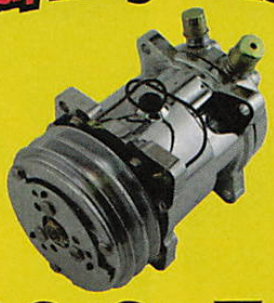

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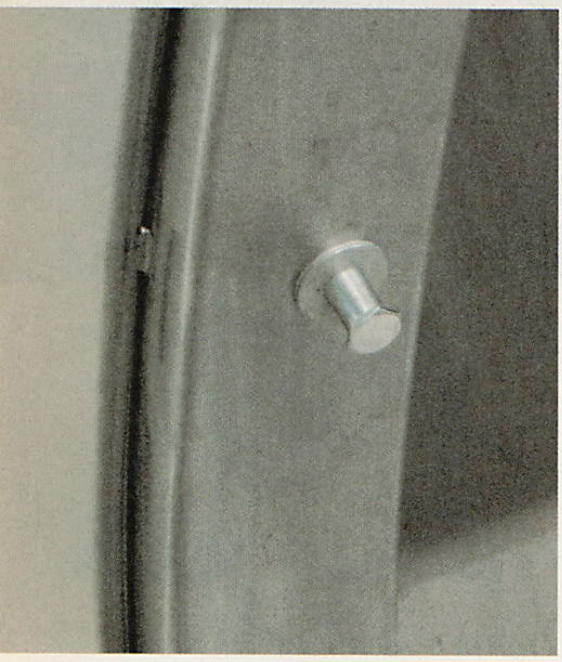
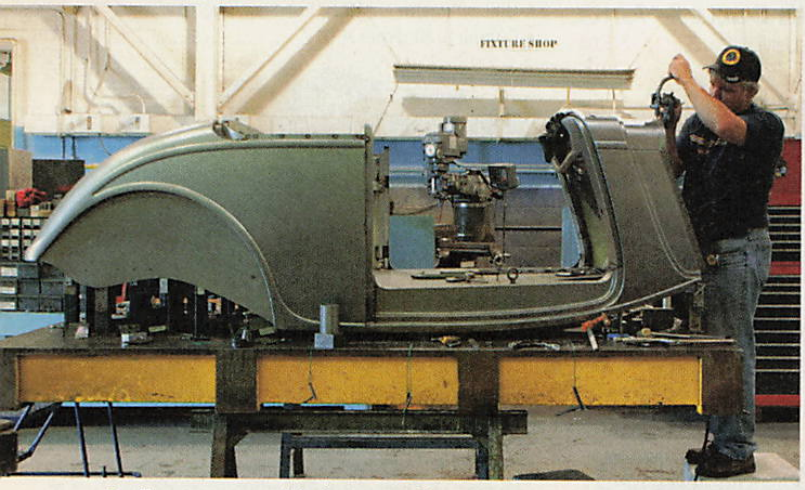
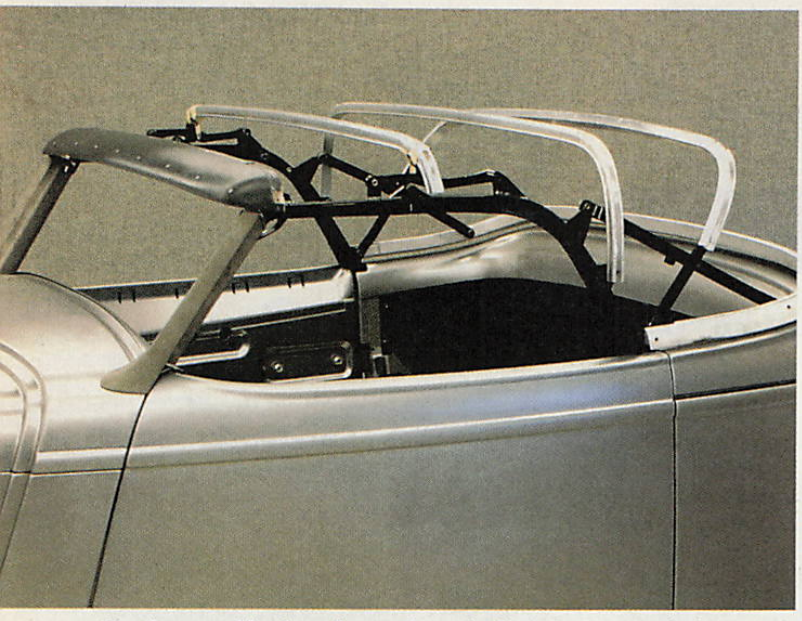


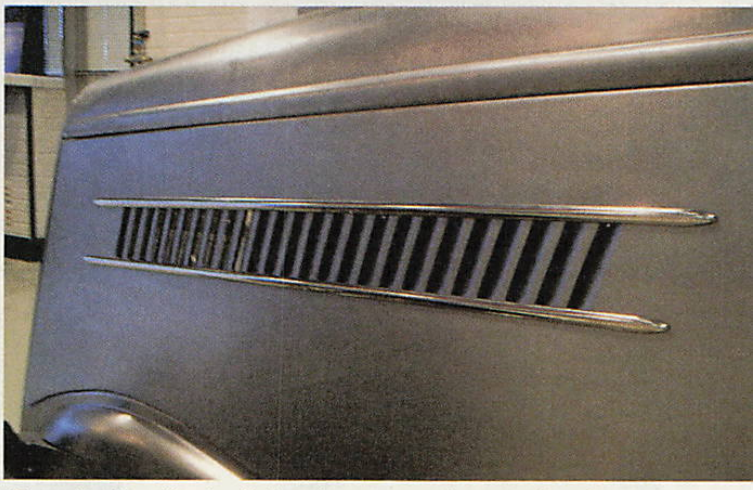
As you would expect, the Speed33 is equipped with modern, bear-claw door latches. This is the pin in the latch post.



Bodies are assembled on a surface plate to ensure proper panel alignment, and gaps are established to OEM tolerances. E-coat (electrocoating cathodic epoxy) dipping is also available to protect your investment.

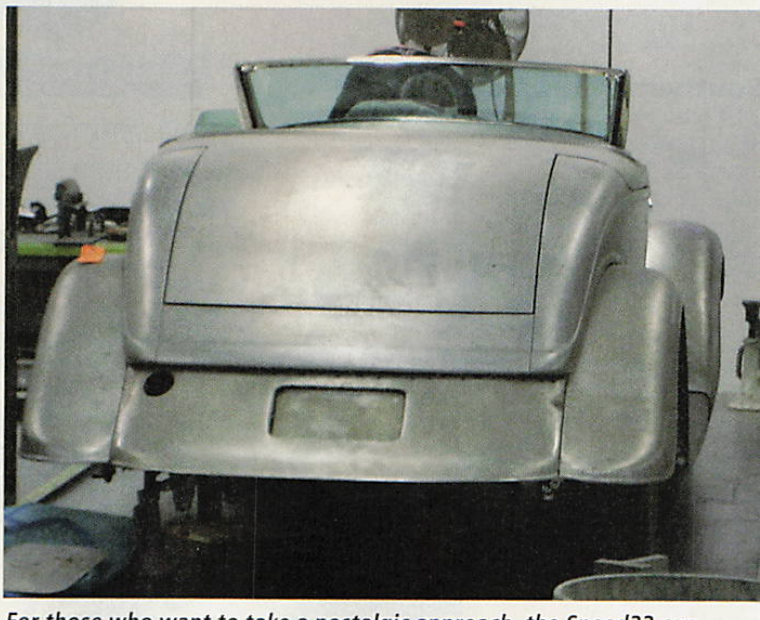


Here's a good look at the top bows before the Haartz cloth material was put in place. Tops are available in black, beige, and navy blue, as well as custom colors.



We really like this simple hood treatment, but anything from custom solid panels to a stock original can be used.

Speaking of options, a rolled rear pan will be used on the '08 Road Tour car. The fuel tank will be in the trunk.



For those who want to take a nostalgic approach, the Speed33 can be equipped with stock fenders, gas tank, and cover.

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JUNE 13, 14 & 15 - ATLANTA, GA
2ND NAPA SOUTHERN NATIONALS
ATLANTA MOTOR SPEEDWAY

JUNE 27, 28 & 29 - NASHVILLE, TN
3RD NASHVILLE NATIONALS
LP FIELD, TENNESSEE TITAN STADIUM

JULY 4, 5 & 6 - DES MOINES, IA
17TH 3M HEARTLAND NATIONALS
IOWA STATE FAIRGROUNDS

JULY 11, 12 & 13 - COLUMBUS, OH
11TH GOODGUYS PPG NATIONALS
OHIO EXPO CENTER

JULY 25, 26 & 27 - PUYALLUP, WA
21ST PACIFIC NORTHWEST NATIONALS
PUYALLUP FAIR & EVENTS CENTER

AUG. 15, 16 & 17 - SPOKANE, WA
7TH GREAT NORTHWEST NATIONALS
SPOKANE FAIR & EXPO CENTER

AUG.15, 16 & 17 - MADISON, WI
19TH GREAT LAKES NATIONALS
WILLOW ISLAND @
THE ALLIANT ENERGY CENTER

AUG. 22, 23 & 24 - PLEASANTON, CA
22ND EAGLE ONE WEST COAST NATIONALS
FAIRGROUNDS - PLEASANTON

AUG. 29, 30 & 31 - KANSAS CITY, KS
7TH MID-WESTERN NATIONALS
KANSAS SPEEDWAY

SEPT. 5, 6 & 7 - NORWALK, OH
7TH DUPONT BLUE SUEDE CRUISE
SUMMIT MOTORSPORTS PARK

SEPT. 12, 13 & 14 - RHINEBECK, NY
17TH EAST COAST NATIONALS
DUTCHESS COUNTY FAIRGROUNDS

SEPT. 19, 20 & 21 - JOLIET, IL
2ND PEAK CHICAGOLAND NATIONALS
CHICAGOLAND SPEEDWAY

SEPT. 26, 27 & 28 - POCONO, PA
4TH GREAT AMERICAN NATIONALS
POCONO RACEWAY

OCT. 3, 4 & 5 - FT. WORTH, TX
16TH LONE STAR NATIONALS
TEXAS MOTOR SPEEDWAY

OCT. 17, 18 & 19 - BOWLING GREEN, KY
1ST NOSTALGIA NATIONALS
BEECH BEND RACEWAY PARK

OCT.24, 25 & 26 - CHARLOTTE, NC
15TH SOUTHEASTERN NATIONALS
LOWE'S MOTOR SPEEDWAY

NOV. 8 & 9 - PLEASANTON, CA
19TH AUTUMN GET-TOGETHER
FAIRGROUNDS - PLEASANTON

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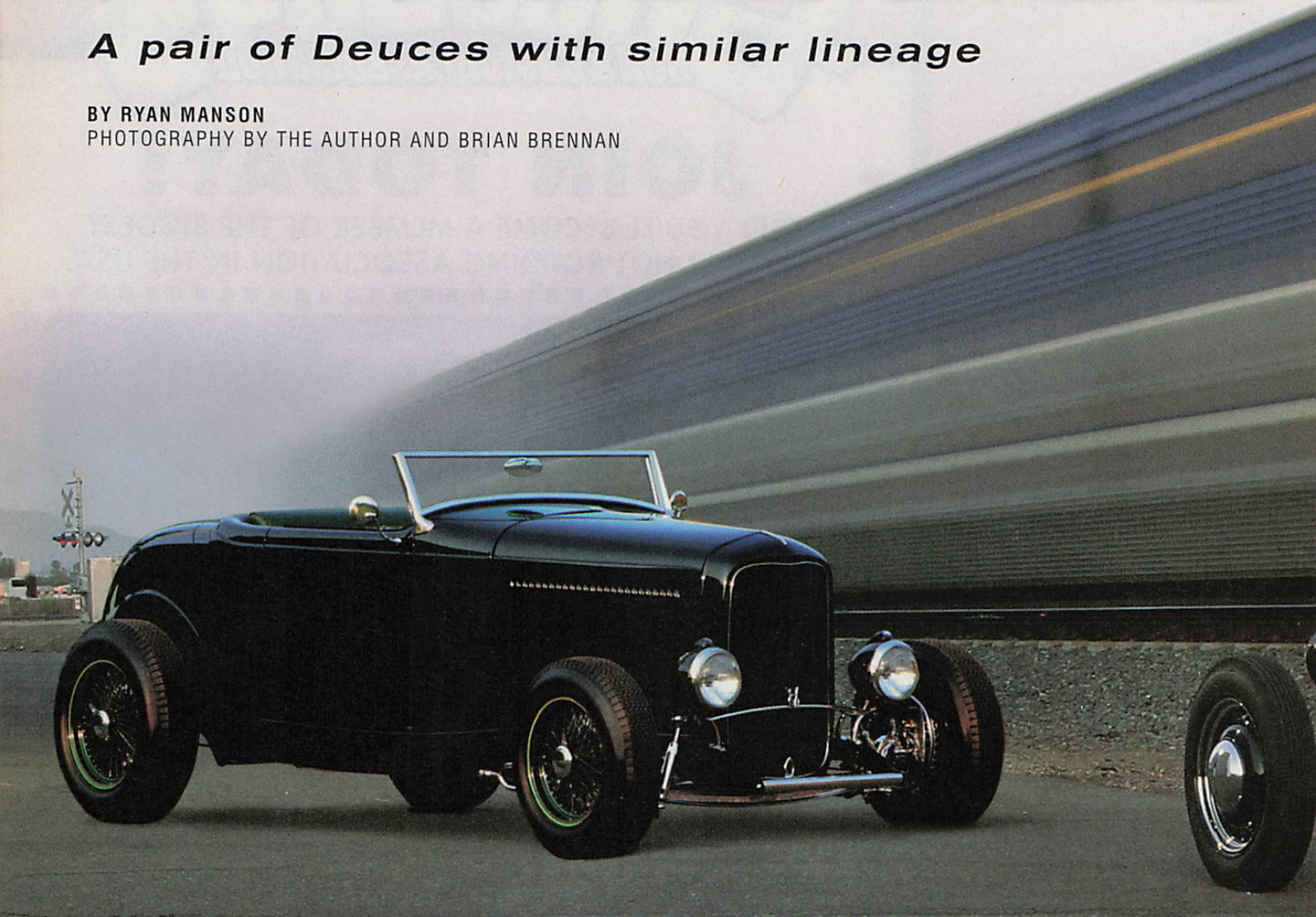
Two Means to an End

A pair of Deuces with similar lineage

BY RYAN MANSON
PHOTOGRAPHY BY THE AUTHOR AND BRIAN BRENNAN



As a hot rodder in the 21st century, it's often misunderstood why we do the certain things we do. Tall, skinny bias-ply tires stand out amongst the wide, fat radials. Multiple-carb'd Flathead motors clatter and leak amongst the fuel-injected, computer-controlled contemporary modular motors. Drum brakes pull and fade compared to modern performance disc brakes. Transverse-spring suspension designs are stiff and ill-performing compared to independent suspensions with adjustable coilover springs, and the like.

There are drawbacks to virtually every aspect of hot rodding that not only don't make sense to most people in today's society but don't make sense even to some car guys. The musclecar and street rod guys laugh when you mention running a Flathead or early Hemi motor, but the thing they don't get is it's all about style, aesthetic, and tradition.

Granted, it's hard to do anything that hasn't been done before when building a hot rod today; nobody's out there reinventing the wheel when it comes to building a '32 Ford. But, given the vast amount of aftermarket parts and accessories available today, one can build a car that would be next to impossible to have built not only way back when, but even 10 years ago.

Build options began to shrink as the supply of original steel dwindled, and guys started looking at alternatives. Building a '32 roadster back in the 1940s was one thing—there were still original cars around—but fast forward 60-plus years, and it has become painfully obvious that option just isn't there anymore.

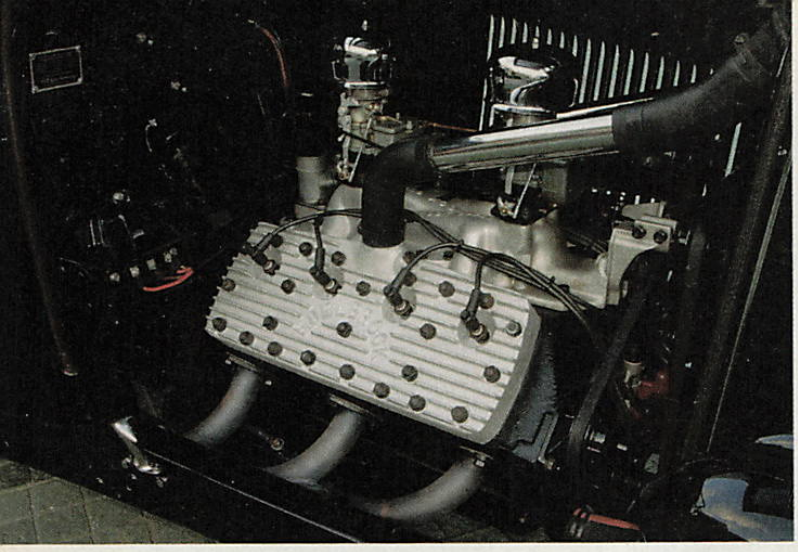
Enter the aftermarket reproduction-body industry. Beginning in the early 1970s, fiberglass reproduction '32 Ford roadsters, among other years and styles, began to be manufactured. All of a sudden, it was once again possible to build a Deuce roadster, thus becoming popular for a second time. The 21st century kicked off, and, lo and behold, the '32 Ford is not only being reproduced in 'glass but in steel, as well, 75 years after its inception. And, not only in its original, factory guise but in the form of a legitimate convertible design, complete with roll-up windows and a hideaway drop-top. Old Henry himself would be hard-pressed to believe his humble '32 roadster would still be receiving the attention it is 75 years later. But, the

popularity of the Deuce roadster continues to grow even today, with more on the road than when they first rolled off Ford's production line, and guys like Charles Franklin and Mark Trostle are firm believers in the fact that the '32 Ford roadster is one of the most iconic cars ever built.

Like a lot of hot rods built today, the comparisons between the Franklin and Trostle highboys can be drawn like a line in the sand; but, when it comes time to split hairs, the two cars actually have less in common than one would first think. Yes, they're both '32 Ford highboy roadsters built in a similar vein, but other than a few simple styling cues, that's about where the similarities end.

One of the biggest differences is the fact that, other than the Brookville body and Vintique grille and insert, every item on the Franklin roadster is gennie vintage Ford. From the wheels to the chassis to the original Deuce column, it was all built from parts that Charles has been searching for over the years. Mark's car, on the other hand, technically isn't even a roadster. It's actually a Dearborn Deuce convertible body, complete with roll-up side glass and a hideaway top. And, every major component of his highboy, from the wheels to the chassis to the Juliano's column, came from an aftermarket source. Here are two cars that are distinguishingly similar yet completely different.

From the ground up, both cars roll on traditional rubber—Dunlop racing bias-plies on Mark's car, and N.O.S. Firestone Ascots on the rear and Firestone skinnies up front on Charles' roadster. A set of Dayton wire wheels were ordered up for Mark's highboy, while Charles opted to use a pair of 18-inch '38 Ford accessory wheels in the back and V8-60 wheels up front. Suspension systems were kept traditional up front with a transverse leaf design on both cars—Pete & Jake's equipment for the front of the Trostle car with a dropped axle and split hairpins, while a drilled Deuce heavy axle was attached to stock, unsplit '32 Ford radius rods on the Franklin '32.



The Flathead in Charles' roadster was dressed in period N.O.S. accessories to keep with the prewar theme found elsewhere. Edelbrock block-script heads and Super dual intake are similar items to what Vic Sr. ran in his roadster, way back when.

Mark went with SO-CAL Speed Shop disc brakes, hidden inside Buick-style finned drums, while Charles utilized '40 Ford backing plates coupled with '38 Ford drums. Out back, a Ford 9-inch rearend hangs on Aldan coilovers under the Dearborn Deuce, while Charles' Brookville car rides on a '34 Ford banjo fitted with a stock transverse spring and '40 Ford backing plates with '36 Ford drums.

The drivetrain package for the two highboys, while both of Ford origin, are also distinctly different. Beneath the original '32 Ford hood on Charles' roadster sits a '47 Ford 239ci Flathead backed by a '37 Ford transmission. The Flattie is equipped with a pair of original Edelbrock block-script heads and dual Stromberg 48 carbs on an Edelbrock 2x2 Super intake manifold. Mark's Deuce, on the other hand, is slightly more contemporary, with a 351ci Ford Sportsman V-8 engine backed by a Tremec TKO-600 five-speed manual trans. A single Holley 670-cfm four-barrel carb feeds the engine through a Ford Racing Performance Parts intake manifold, and Holman Moody valve covers dress up the small-block.

FACTS & FIGURES

Charles Franklin
Orange, California
1932 Ford roadster

CHASSIS

Frame / Manufacturer	'32 Ford
Wheelbase	106"
Modifications	boxed front framerails, lowered front crossmember 1 ⅝"
Rearend / Ratio	'34 Ford / 4.11:1
Rear suspension	'34 Ford radius rods, un-split; transverse spring w/ rolled eyes & 2" de-arch; '32 Ford shocks
Rear brakes	'40 Ford backing plates w/ '36 Ford drums
Front suspension	drilled '32 Ford heavy axle; unsplit '32 Ford radius rods; transverse spring w/ rolled eyes & 2" de-arch; '32 Ford shocks
Front brakes	'40 Ford backing plates w/ '38 Ford drums
Master cylinder	'39 Ford
Steering box	'32 box machined for needle bearings & seal
Wheel covers	'38 Ford
Front wheel make, size	'38 Ford, 16x3 ⅛"
Rear wheel make, size	'38 Ford, 18x3 ⅛"
Front tire make, size	Firestone, 450x16"
Rear tire make, size	Firestone Ascot, 700x18
Gas tank	'32 Ford modified to accept Stewart Warner (Lancaster, PA) sender

ENGINE

Make	'47 Ford
Displacement	239 ci
Machining / Assembly	Vintage V8 Restoration (Orange, CA)
Water pump	59AB w/ motor mount tabs removed
Cooling fan	'46 Passenger
Radiator	'32 Ford V-8
Alternator	'47 Ford converted to 12V
Heads	Edelbrock (Torrance, CA)
Manifold / Induction	Edelbrock 2x2 Super / Stromberg 48s
Ignition	'47 Ford
Exhaust / Mufflers	1 ¾" / 20" glasspacks

TRANSMISSION

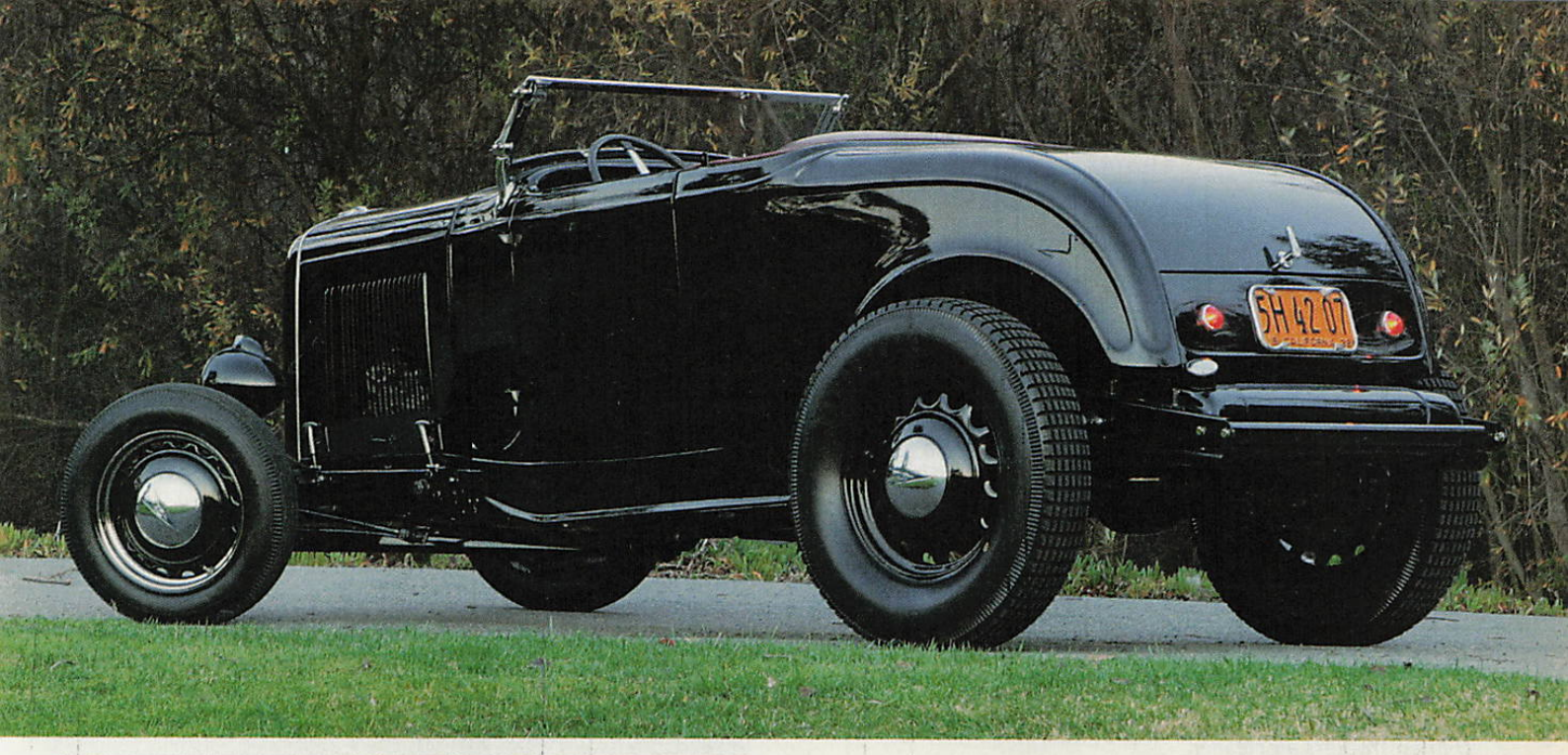
Make	'37 Ford
Clutch disc	11" Ford truck
Shifter	modified original
Driveshaft	shortened '34 Ford

BODY

Body style / Material	'32 Ford roadster / steel
Body manufacturer	Brookville Roadster (Brookville, OH)
Body mods	shaved door handles
Hood	'32 Ford
Grille	Vintique Inc. (Orange, CA)
Bodywork	Vintage V8 Restoration
Paint type / Color	PPG / Black
Painter	Joe Morisette (Orange, CA)
Headlights / Taillights	Guide / Austin Healy
Other body items	'32 Ford windshield chopped 3"

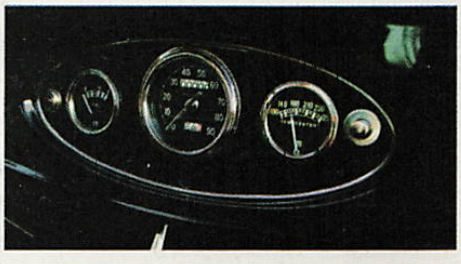
INTERIOR

Dashboard	'32 Ford roadster
Insert / Gauges	'32 Ford / Stewart Warner
Wiring	canvas by Vintage V8 Restoration
Steering wheel	17" Bell Auto Parts
Steering column	'32 Ford
Seats	'34 Ford four-door sedan mounted on sliding seat tracks from Speedway Motors (Lincoln, NE)
Upholsterer	Carol Knapp (Whittier, CA)
Material / Color	leather / oxblood
Carpet	black wool w/ oxblood piping

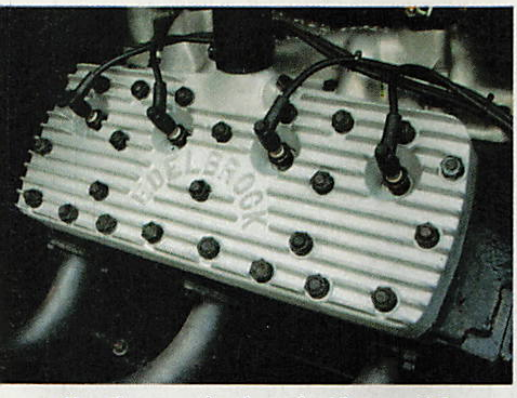


An N.O.S. 17-inch Bell Auto Parts steering wheel holds court in the roadster's confined cockpit, attached to an original '32 Ford column with functioning headlight controls and ignition switch.

The '34 Ford four-door sedan seat was bolted to a set of sliding seat tracks from Speedway Motors before being covered by Carol Knapp in oxblood leather in a tuck 'n' roll pattern.



A trio of vintage Stewart Warner gauges fills the original roadster gauge insert.



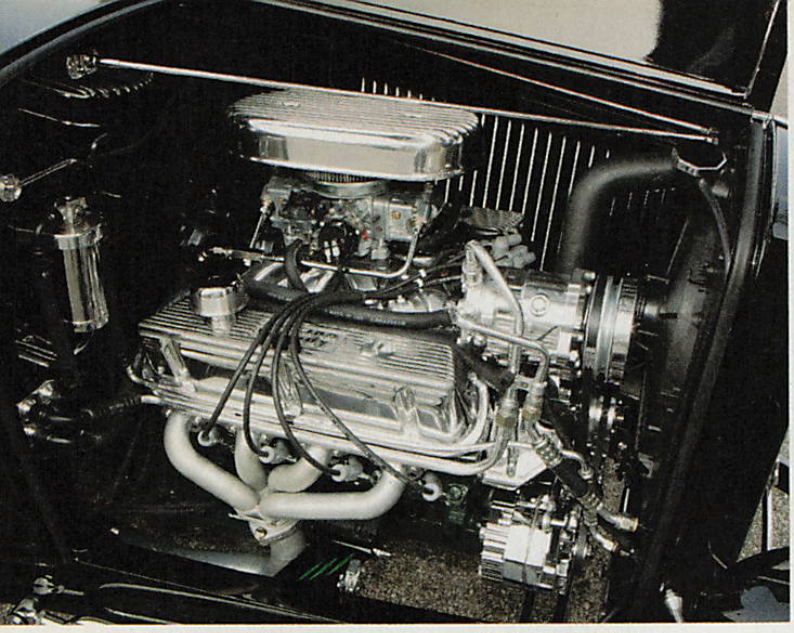
Now in reproduction, the Vintage V-8 roadster boasts an original set of much sought-after block-script Edelbrock heads.

When it came time to add some color to their respective rides, both opted for the venerable hot rod black, with PPG providing the material in both instances. Green Dayton Wire Wheels offset the color on Mark's car, while the matching wheels on Charles' roadster add to the black-on-black effect. And, like the paint scheme, the interiors of both hot rods are similar but distinct. Mark had matching green leather stretched and stitched over a modified Wise Guys bench seat, while Charles modified a rear seat from a '34 Ford four-door sedan before pulling a hide of oxblood leather over it.

Both cars were upholstered in a traditional tuck 'n' roll manner, from the seat to the kick panels. Juliano's steering components were used in Mark's car, while an original '32 Ford

N.O.S. vintage Firestone Ascot racing tires are mounted to '38 Ford 18-inch accessory wheels with '38 caps.

Austin Healy taillights flank a '32 license plate.



Mark's Deuce is Ford-powered, as well, but is slightly more contemporary in nature, with such modern amenities as air conditioning, an alternator, and an electric fan. Polished aluminum dress-up goodies include Holman Moody valve covers and an O'Brien Truckers air cleaner.

column topped with a 17-inch Bell Auto Parts steering wheel was installed in Charles' hot rod. The dash panels on both cars are decidedly hot rod, with the Franklin roadster remaining low-key with a simple stock insert plugged with a trio of vintage Stewart Warner gauges, while the Trostle car has a set of Classic Instruments gauges set into a Knecht gauge panel. Vintage Air climate controls rest under the dash on Mark's convertible, while the stock cowl vent is the only sort of creature comfort found on Charles' roadster.

In a side-by-side comparison of these two highboy hot rods, it seems they share quite a bit of similarities; when the specs are perused and the cars broken down, it becomes apparent they are actually more different than alike. These are two cars built in the 21st century to look like those from the years directly following the big war, using both new and old components alike. If that doesn't put the current state of our hobby in a nutshell, I don't know what does. SR

FACTS & FIGURES

D. Mark Trostle
Plymouth, Michigan
1932 Ford Dearborn Deuce

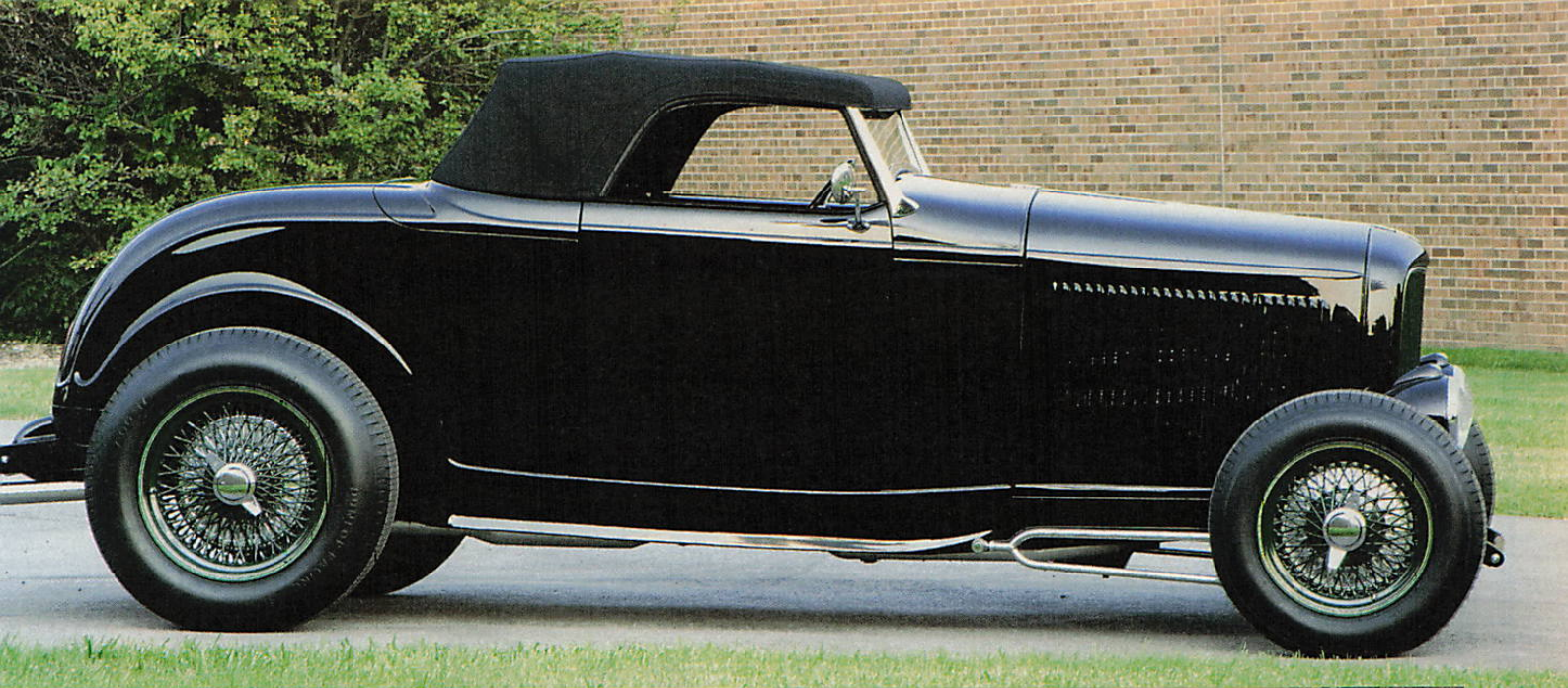
CHASSIS	
Frame / Manufacturer	Lobeck's Hot Rod Parts (Cleveland, OH)
Wheelbase	106"
Modifications	shortened & thinned framehorns; capped rear horns
Chassis plumbing	stainless steel
Rearend / Ratio	9" Ford / 3.70:1
Rear suspension	Aldan (Carson, CA) coilover shocks
Rear brakes	Ford drum
Front suspension	Super Bell (Peculiar, MO) axle, transverse monoleaf spring & hairpins
Front brakes	SO-CAL Speed Shop (Pomona, CA) Buick drum-style hidden disc
Master cylinder	GM power
Steering box	Flaming River Industries (Berea, OH) Vega
Wheel covers	Dayton Wire Wheel (Dayton, OH) knock-offs
Front wheel make, size	Dayton Wire Wheel Triple Lace, 15x6"
Rear wheel make, size	Dayton Wire Wheel Triple Lace, 17x7"
Front tire make, size	Dunlop Racing, 5.50x15"
Rear tire make, size	Dunlop Racing, 7.00x17"
Gas tank	Tanks Inc. (Clearwater, MN)
Other chassis items	notched front & C'd rear

ENGINE	
Make	Ford
Displacement	351 ci
Machining / Assembly	by John Vermeersch (Detroit, MI)
Camshaft	Ford Racing Performance Parts
Cooling fan	SPAL 2,500 cfm
Radiator	Walker Radiator Works (Memphis, TN)
Heads	Ford SVO aluminum
Valve covers	Holman Moody (Charlotte, NC)
Manifold / Induction	Ford Racing Performance Parts / Holley (Bowling Green, KY) Avenger 670-cfm
Ignition	Mallory Ignition (Cleveland, OH) Unilite
Headers	Sanderson Headers (S. San Francisco, CA)
Exhaust / Mufflers	stainless / Flowmaster (Santa Rosa, CA) Hushpower

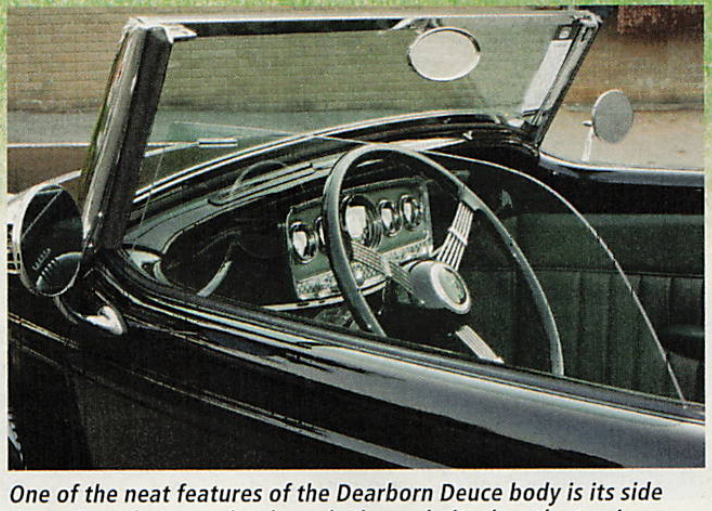
TRANSMISSION	
Make	Tremec TKO-600
Clutch disc	Centerforce (Prescott, AZ) clutch
Shifter	Lokar Performance Products (Knoxville, TN) 12"

BODY	
Body style / Material	convertible / steel
Body manufacturer	Dearborn Deuce (Branford, CT)
Body mods	grille & hood line dropped 1", rolled rear pan
Hood	Rootlieb (Turlock, CA)
Grille	Brookville Roadster (Brookville, OH)
Bodywork	American Speed Company (Plymouth, MI)
Paint type / Color	PPG / Black
Painter	American Speed Company
Graphics	Gibb
Headlights / Taillights	Guide / '39 Ford
Outside mirror	SO-CAL Speed Shop swan neck
Other body items	chrome by Finney Plating (Detroit, MI)

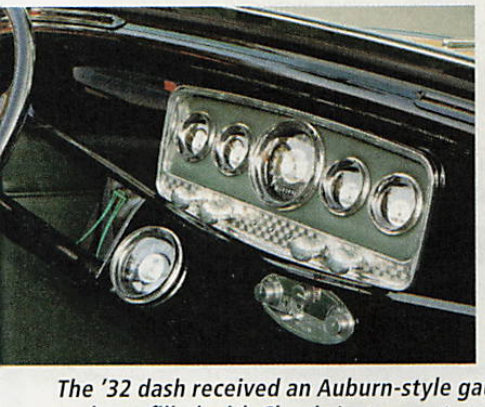
INTERIOR	
Dashboard	'32 Ford
Insert / Gauges	Knecht Equipment Co. (Arlington, TX) / Classic Instruments (Boyne City, MI)
Air conditioning	Vintage Air (San Antonio, TX) Mini Gen II
Wiring	American Autowire (Bellmawr, NJ)
Steering wheel	Juliano's Hot Rod Parts & Interior Products (Ellington, CT)
Steering column	Juliano's Hot Rod Parts & Interior Products
Seats	modified Wise Guys (Elkhart, IN) bench seat
Upholsterer	Scott Clampet, American Speed Company
Material / Color	leather / green
Carpet	black, Bill Hirsch Mercedes-Benz



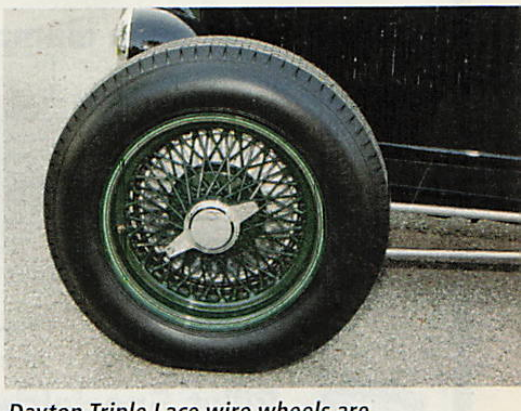
The green leather upholstery was stitched up by Scott Clampet at American Speed Company over a modified Wise Guys bench seat. The rest of the panels were custom-fabricated to fit the Dearborn's dimensions.



One of the neat features of the Dearborn Deuce body is its side door glass that completely seals the cockpit when the top is up.



The '32 dash received an Auburn-style gauge panel, courtesy of Knecht Equipment Co., and was filled with Classic Instruments gauges. A Juliano's Banjo steering wheel and column fit the vintage-themed interior perfectly.



Dayton Triple Lace wire wheels are shod in Dunlop vintage racing bias-ply rubber at all four corners, with 15x6s up front and 17x7s out back.

SO-CAL Speed Shop hidden disc brakes provide plenty of stopping power while retaining a vintage look, as do the other aftermarket items on the frontend—from the Super Bell dropped axle to the Pete & Jake's shocks to the monoleaf transverse spring. Original Guide headlights mount on a chromed stand that doubles as an upper shock mount.

Out back, a Tanks Inc. reproduction gas tank mounts between the capped rear framehorns below the pair of '39 Ford taillights, Michigan '32 plate, and license plate frame Mark's father had since the 1950s.

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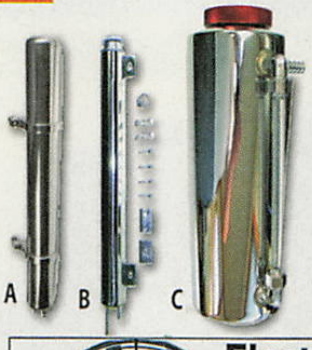

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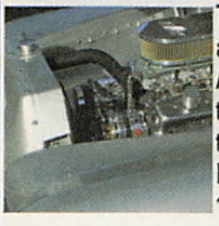

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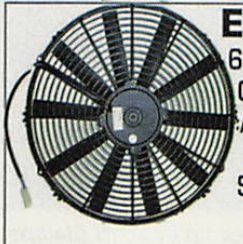

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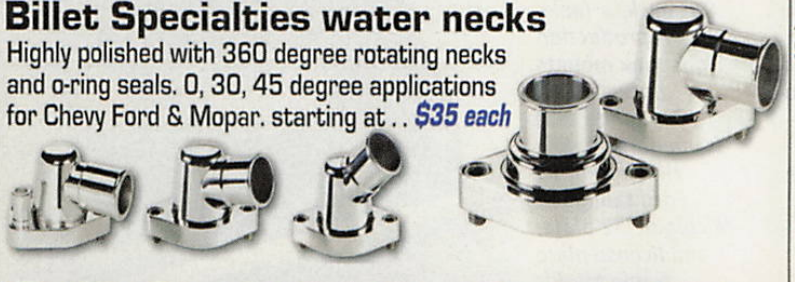

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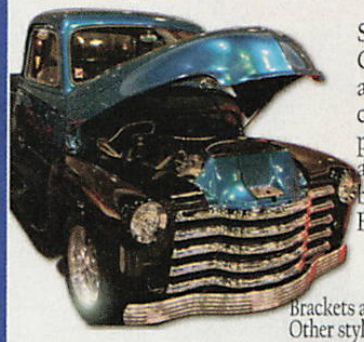

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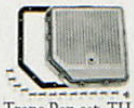

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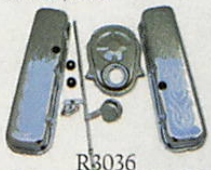

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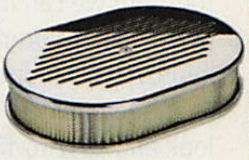

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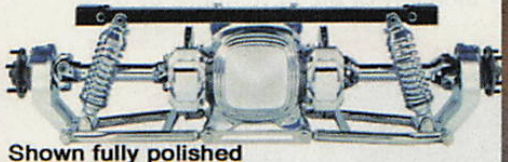

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Vintage Engines: Chevrolet's "W" Motor

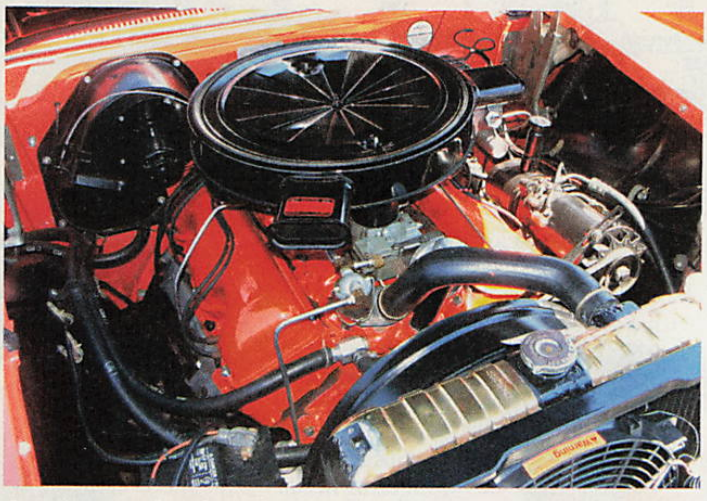
BY JAY STORER

The debate about what constitutes Detroit's first musclecar will rage on forever among enthusiasts of one marque or another, but there's little doubt that the '61 360hp, 409-powered Chevy Impala SS (Super Sport) is right up there as a powerplant/vehicle that made an indelible mark in the annals of drag racing and street racing. Few engines have ever been named in *Billboard Magazine*'s charting of pop hits, but if it ever came down to an asphalt rumble between those that have been thus immortalized, Chevy fans would be betting on that "four-speed, dual-quad, Posi-traction 409" (Beach Boys, 1962) to come out on top in the lights.

The Chevrolet "W" series, named for the shape of the valve covers resultant to their novel valve arrangement, were produced from 1958 to 1965 in cars and trucks. They were very popular during their day and were made in considerable numbers for performance fullsize sedans. Maybe it seems to some that there are already too many Chevy engines in street rods, but we can recommend this series for availability, price, and performance. When put together with today's improved components, they make an excellent choice for a "vintage-engined, traditional street rod." Their distinctive look and easy-to-find accessories give them high marks on the vintage-engine "cool factor" scale.

W Motor History

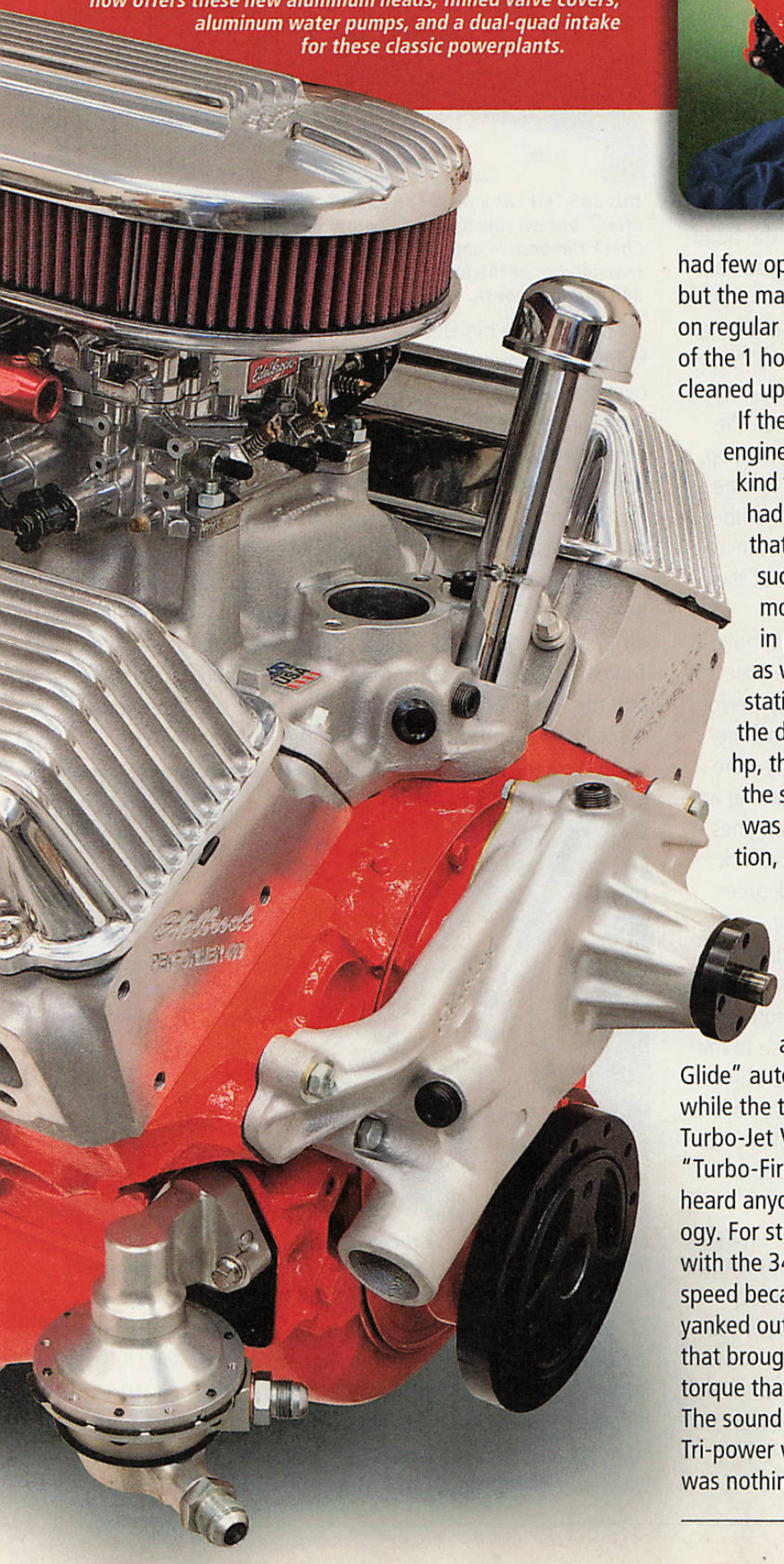
The '55 introduction of the modern Chevy V-8 was an undeniable milestone in performance engines. They were lighter, smaller, and revved better than any of the Kettering V-8s used in the other GM marques up to that point, and hot rodders and aftermarket manufacturers were lightning-quick in exploring the speed potential of the engine. The popularity of the Chevy V-8 was further assured when 1957 brought out the bigger 283ci engine and, more importantly, new performance options. The 265 had



Opening your hood at a hangout in 1958 to reveal a 348 with factory Tri-power and 280 hp was enough to impress the guys, and we know from American Graffiti *that girls were also attracted to the stylish new '58 Impala. The '58-65 Chevys still have that appeal today.*

My 348 is great, and my 409, she's real fine!

It can be said of the 348 and 409 Chevy W motors that you can "dress 'em up and take 'em out." This 409 has full Edelbrock regalia, and not a bit of it comes from a swap meet. Edelbrock now offers these new aluminum heads, finned valve covers, aluminum water pumps, and a dual-quad intake for these classic powerplants.



had few options other than a four-barrel and dual exhausts, but the magic Duntov worked on his Corvettes showed up on regular Chevys in 1957, culminating with the rare option of the 1 horsepower-per-cubic-inch, fuel-injected 283 that cleaned up at oval and straight-line racetracks.

If there was any aspect of their new engine the Bow Tie engineers weren't confident about, it was torque—the kind that could be used for their new trucks, and they had been working on another engine design to serve that purpose. When the 348 came out in 1958, it made such an impression on the public that, although W motors did wind up in trucks, many more were sold in passenger cars, where the increase in cubes was as well-received by the masses for highway cruising in stations wagons as it was by the young hot rodders of the day. While the base-level 283 in 1958 offered 185 hp, the base 348 was introduced at 250 hp That was the single-four-barrel workhorse of the line, but there was also a 280hp version sporting Tri-power carburetion, and later that year a 315hp version of the Tri-power engine that had a bigger, solid-lifter cam and 11:1 pistons was introduced.

Given the long-standing penchant for atomic-age nomenclature at General Motors, the 348 was called the "Turbo-Jet V-8" engine, and was most often backed by the new "Turbo-Glide" automatic transmission (Powerglides were also used), while the triple-carb version had to be called the "Super Turbo-Jet V-8." The small-blocks were designated as "Turbo-Fire" and "Super Turbo-Fire" V-8s, but we've never heard anyone other than a car salesman use such terminology. For stick-shift driving, you could only get a three-speed with the 348, until the option of a BorgWarner T10 four-speed became available in 1959. Many a three-speed was yanked out of 348 cars to substitute the T10. At the time, that brought to life the low-end "across the intersection" torque that made these cars popular with street racers. The sound of uncapped sneaker plugs and a solid-lifter 348 Tri-power wide open and bang-shifted through the gears was nothing less than musical!

It must be mentioned that the design of the 348—and later 409- and 427-inch versions—is somewhat unusual. From looking at modern engines, we expect to see a wedge-shaped chamber with the valves side by side. In the W motors, the cylinder head had the valves arranged with the intake valve closer to the intake side of the head and exhaust valve toward the exhaust side, allowing for fairly large ports that didn't neck down as much as typical wedge heads. The other startling difference was the combustion chamber, which was basically in the cylinder, not the head! The head is almost a flat slab with a small open area around each valve head, amounting to about 10 cc. What would be the wedge part of the chamber is in the top of the cylinder and the angled roof of the pistons, because the head-mounting surface of these engines is not perpendicular to the bore, but at a 16-degree angle. Thus, when the piston comes up, it sees a wedge-shaped chamber above it; it just isn't part of the head.

Tracy Performance has a lot of new and old 348-409 parts in its secret stockpile in Detroit; we thought this snapshot of the company's stock of W motor blocks would whet the appetite of red-blooded hot rodders. Tracy has just about everything you need to assemble or dress out your engine.

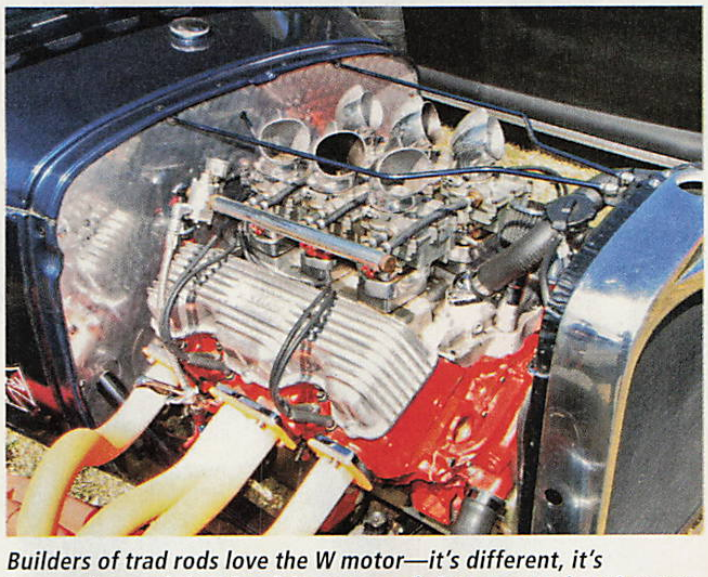
It must have seemed a little unusual to performance machine shops that were used to boring and decking engines where the deck was 90 degrees to the bores. One exception to this design was on the '62-65 truck engines that had a more conventional chamber around the valves, in the head. All of the W motors had a "pent-roof" piston top with a short angle on one side that put that area close to the head plane for good squish on the mixture, while the other sloped side of the piston top delineated the main space of the chamber, along with a "counterbore" about 0.060 inch deep in the side of the block above the piston travel, in a radius around the exhaust side of the cylinder.

Additionally, most W motors also have a deeper "notch" machined in below the exhaust valve area. All 348 passenger-car and '62-65 348 truck engines have this notch, as do '62-65 409 truck engines. All passenger-car 409s have the counterbore, but without a notch. The only blocks to avoid for performance use are the '58-61 348 truck engines, which have two notches to reduce compression. There's almost no way to fit a piston in these blocks that can achieve even a 9:1 compression ratio.

This 348 "kit" at a recent swap meet was advertised as "best offer," but we saw this and another one go for $600 to $800. Check the bore in engines you look at, and pass on any that have two notches at the top of the cylinder at the exhaust side ('58-61 348 truck engines).

Despite the big Detroit automakers having signed their famous agreement in 1957 to end all support of racing, the over-the-counter sales of racing cars and parts just went underground, and development of trick "factory" parts continued on both the small-blocks and the W motors, which were actually Chevy's big-blocks of the day.

Ford and Chrysler were both vying with GM to dominate the stock classes in drag racing, and each manufacturer kept upping the ante with hotter and bigger engines. The 348 probably has some distinction as having been offered in 10 different factory horsepower ratings over its four-year span! To keep up with the Oldsmobiles, Buicks, Cadillacs, Pontiacs, and the non-GM engines in the fray, Chevrolet needed more cubic inches, and the answer was the legendary 409.



Builders of trad rods love the W motor—it's different, it's impressive, and there's a fair amount of vintage speed equipment out there for patient parts-hunters.

Introduced in 1961, the 409 gained all those extra cubes via the usual suspects—increased bore and stroke. Like the 348s, the 409 engines were also used in Chevrolet trucks, but the company's focus was on gaining youth attention via street, dragstrip, and NASCAR performance. No manufacturer wanted to be left out at the start of this youth-oriented

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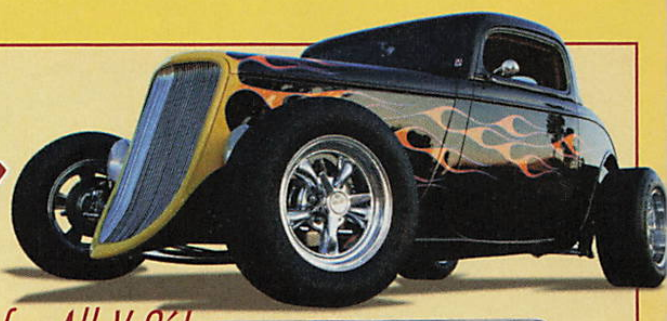

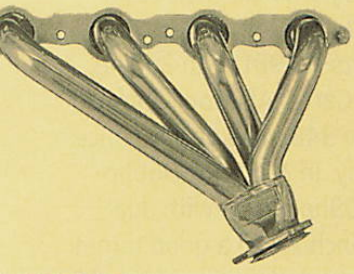

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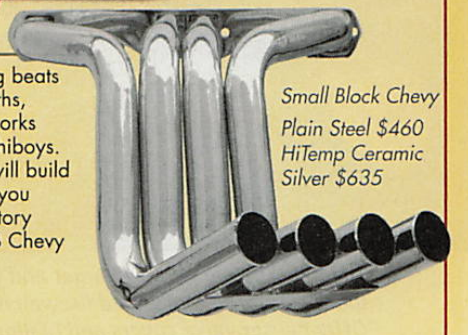

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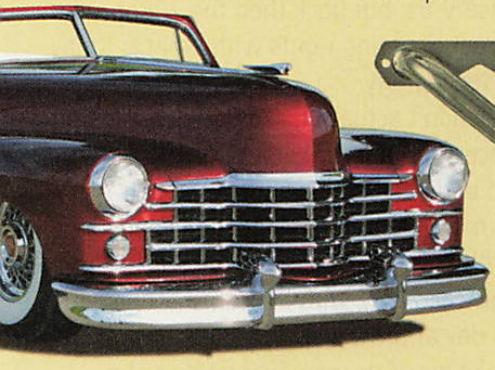

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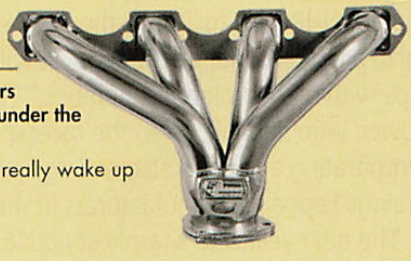

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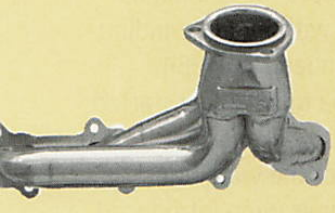

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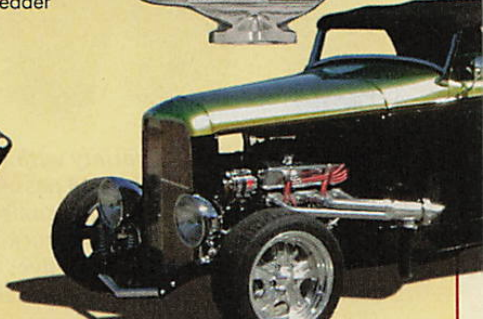

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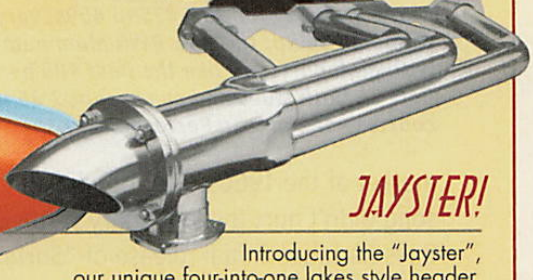

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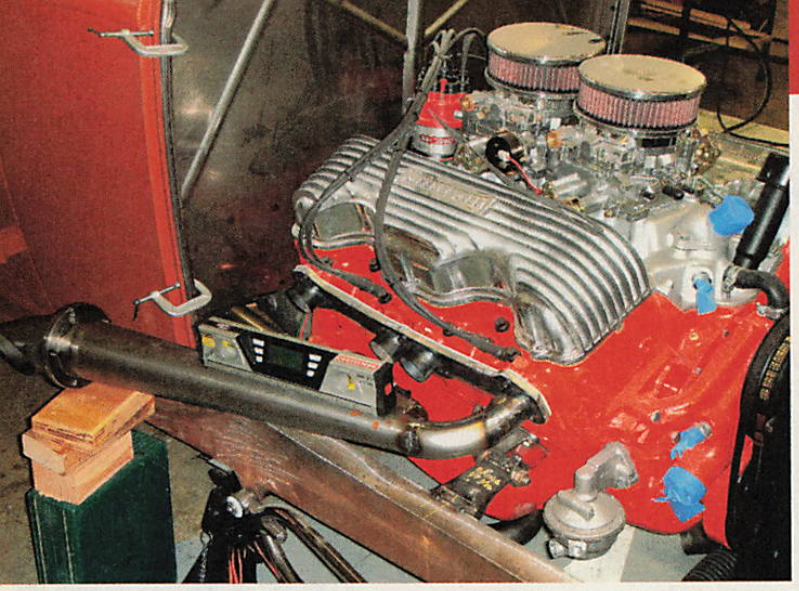
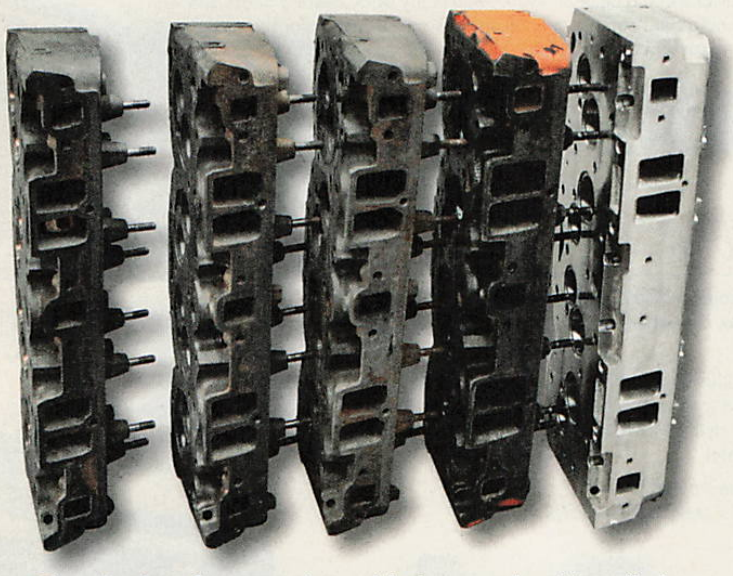


The 348-409 motors are longer and wider than the ubiquitous small-block Chevy, so a recessed firewall is helpful in early rods. Note the Offenhauser valve covers and Mallory distributor (both still made today) and the location of the W-motor side-mounts. Available SBC frame mounts should be adaptable to fit these engines.



There's a lot of parts variety with these engines! In cylinder heads (left to right)*: the 348 passenger-car (casting #379) type needs bigger valves and some port work for good performance; the '62-65 409 truck head (#333) has better ports, but the same smaller valves like the 348, the right piston is needed to raise compression; the '63-65 340hp 409 (#817) has good flow and bigger valves; the best factory head (#690 or #583) for 380-425hp 409s, very little work needed to support 550 hp; the new BWR aluminum heads from Bruneau with high ports are like the best 409 head but 40 cfm more flow on both sides and can accept 2.25 intake valves. (Photo courtesy of Bruneau Performance)*

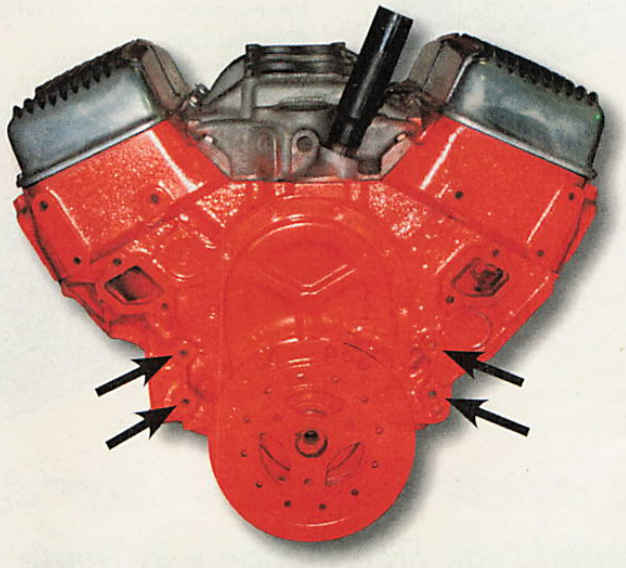
market of the 1960s. The 409 did all that, and having a hit song didn't hurt the legendary status one bit. The Beach Boys had their initial release of "Surfin' Safari" in 1961, but it was released again to wider distribution when they got a real record contract the next year, with "409" on the B side. It became one of those rare 45s that had a very popular song on each side. To any young man who didn't grow up in California, "409" and, later, "Little GTO," "Little Old Lady from Pasadena," and other musclecar songs just further cemented the magic of the Left Coast we imagined was filled with sunshine, great girls and beaches, and where everyone drove a hot rod or musclecar.

Some of the great names in drag racing earned their chops tuning and driving 409-powered Impalas, Bel Airs, Biscaynes, or Del Reys from 1961 to 1963. There's no forgetting "Dyno" Don Nicholson, Dave Strickler, Hayden Proffitt, and many others around the country who cut their teeth chewing up the 401-406 Fords and 413 Mopars. The 409 came onto the Chevrolet option lists in 1961 with 360 hp, 11.25:1 compression, and a single Carter AFB four-barrel. That was good, but just as with the 348, new performance versions were introduced constantly. In 1962, the 360hp version was joined by the magic 409hp model with dual quads. One horsepower per cubic inch is still a good target for modern-performance V-8s, but back then the 283hp/283 and 409hp/409 had great bragging rights with what is today considered old-school technology.

Of course, Chevrolet didn't actually make the racing extras that went to favored racers around the country; they just put the "stock" engine into bodies that happened to be extra-light. One racer tells of receiving his aluminum body panel package for his 409 at his motel, which is where he installed it during the night on his car, along with the camshaft he had been handed. The next day at the major drag meet he was in, he asked the Chevrolet guy if the cam was going to be legal for NHRA B/Stock, and the guy next to him said, "It'll be worth a half-second, and Monday it will be listed at dealerships with a Chevrolet part number." The guy was Bruce Crower, who had just given the racer a pre-production cam. Incorporating aftermarket speed equipment into their parts catalogs kept auto manufacturers in the game.

The next year, the sharply styled '63 Chevys could be ordered with 409 powers of 340, 400, or 425 hp, as Chevrolet engineers kept coming up with higher-winding valvetrains, and these versions continued into 1964. However, a new development in 1963 unwittingly started the W motors toward the exit door.

As the unofficial factory "race" for the winningest engines accelerated, ever-larger engines were introduced.



A robust 409 at Tracy Performance serves to illustrate the four holes at the front of W motor blocks that can be used with Hurst "saddle" engine mounts or fabricated mounts going to stock biscuit-mount locations on early Ford crossmembers.

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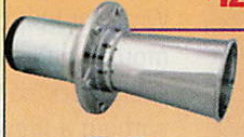

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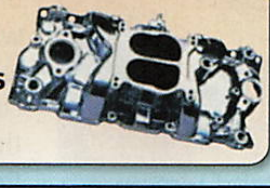

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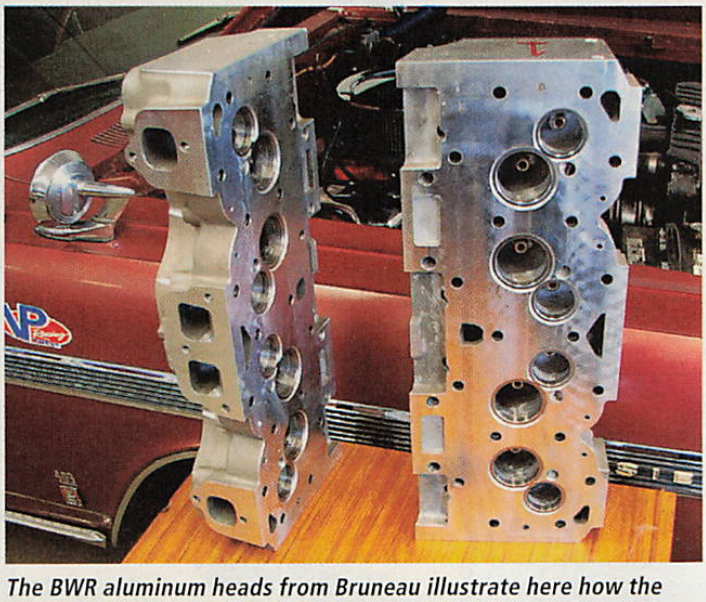
The right pistons make all the difference in W motors. These light forgings are made for Bruneau Performance by Ross Pistons and machined for any application. Starting at the top left, popular ones are: 0.060-over 348, 10:1, using a BBC rod on a 409 crank for 388 cubes; similar to previous, but using a BBC 427 crank and 6.385-inch rod for a 414-inch stroker motor; the bottom row are all for 409s with BBC cranks—the left is 10:1 cr, the middle is 12:1 for a truck block, and the right 10:1 for a truck block with 484 ci. (Photo courtesy of Bruneau Performance)

Because of the heritage between the 409 and the later engines, modern big-block Chevy crankshafts are the key to more displacement in W motors. At left is a stock 3.25-inch stroke 348 crank, next is a stock 3.5-inch 409 crank (a drop-in for 348 with the right pistons/rods), and a forged BBC crank on which Bruneau has re-machined the mains, snout, and rear thrust flange, and the counterweights are turned down to 409 size, which lightens the assembly but works only with the right pistons. (Photo courtesy of Bruneau Performance)



The BWR aluminum heads from Bruneau illustrate here how the W motors have only a minimal chamber in the heads, the rest in the block, and the piston shape. French-Canadian all the way, in the background is Aubrey Bruneau's rare '63 Pontiac (Canadian) Parisienne Safari wagon, stock with a 409 and a four-speed. How cool would it be to drop into a Super Chevy meet with this one?

Chevrolet's answer was the famous RPO-Z11 (regular production option) for 1963, which was a 409-based engine stroked to 427 ci, and fitted with high-rise dual-AFB intake, cowl induction, and 13.5:1 compression. Only available on the Impala Sport Coupe, this drag package also included aluminum front-end components, and it was *hot*! Only 57 were made, of which it is said only seven are still around in one piece. During this heady period, such obviously race-only limited-production cars ran in the Super/Stock class, so everyday guys with 409s could still run in A/Stock, but many Z-11s saw continued service in Modified production classes, and later on in the F/X class that developed into the altered-wheelbase predecessors to Funny Cars. This was all cool, but the engineers were hard at work developing a "second generation" of big-block engine, which was released in 1965 as the new "396 Turbo-Jet," the first of the Rat motors we all love. This was the last year for the W motors, but what a legacy they laid down.

W Motors in Street Rods Today

Compared to the Mopar poly motors of our previous vintage engine story, the 348s and 409s are eminently practical for powering today's tradition-oriented street rod cars and trucks. In fact, there has been a rebirth of sorts in new components available for these engines. With their size and distinctive look due to the W valve covers, they are crowd-drawing in appearance, and in a macho way rather than pretty. They look like they could tap-dance over any SBC crate motor, and, with modern components, you can build all the horsepower and grunt your wallet will allow.

As far as installation goes, the Ws are wider than a small-block by about 3 inches and carry an average dry weight of 660 pounds, which is about 70 or 80 pounds more than a typical 327-350, although an aluminum intake, aluminum water pump, and tubular headers could trim off most of that. Stock motor mounts are on the side, but if you needed front mounts for steering box clearance, the old Hurst "saddle" mounts were drilled for both small-block and W motor bolt patterns, or you could easily fab some front mounts yourself. The Ws are also 2 inches longer than a small-block, so they probably won't readily work in a Model A without a firewall recession. They do have a rear-sump oil pan design, which is a big help for front crossmember and/or tie-rod/cross draglink clearances.

As for availability, this is one of the more available candidates out there in the micro-world of vintage engines for hot rods. Chevrolet made a lot of 348s and a fair amount of 409s, as well. As with any other cars of this period, ones with the high-performance options are much harder to locate, especially if all you want is the engine. The 409s are coveted by those fans who are restoring the fullsize Chevys the W motors came in; some 409 cars have shown up over the years, but their powerplants are missing. Thus, the restorers of these models are more motivated to find loose 409 engines and are liable to outspend us street rodders. Even without coveted numbers-matching status, their cars are worth more with the 409 in there.

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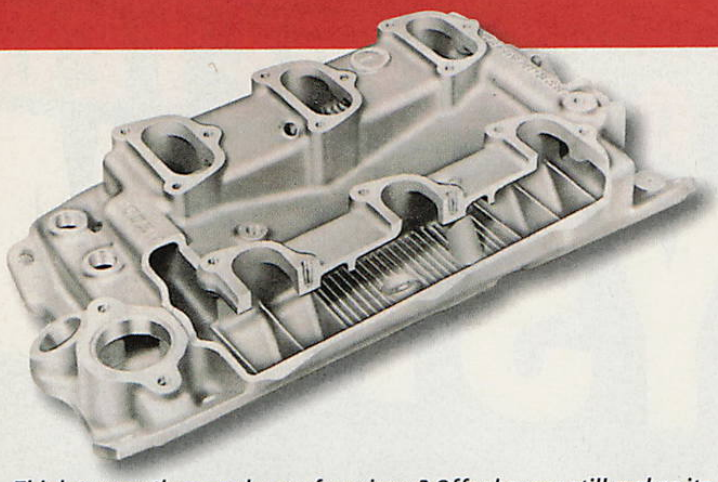
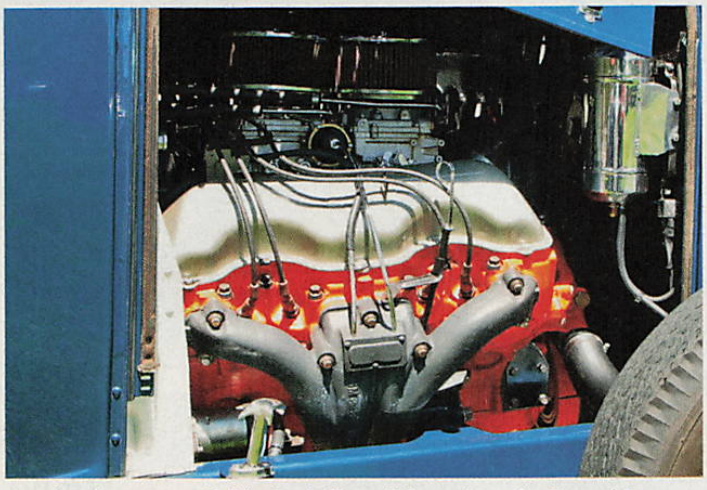
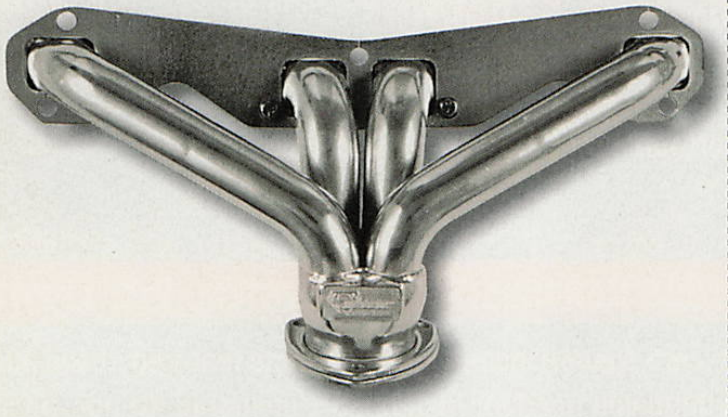


Think two or three carbs are for wimps? Offenhauser still makes its 6x2 and 4x2 intakes. This one can be ordered with either three-bolt (Stromberg) or four-bolt (Rochester) carb patterns, but you may have to do some welding to close up this big hole in the side.



Stock exhaust manifolds don't fit well in early rods. Even this very rare and expensive set of hi-po 409 factory cast-iron headers in a Deuce require a hood bubble, although the cool factor is off the charts to aficionados.



Easy-to-get and affordable exhausts are the close-fitting shorties like these from Sanderson Headers. Paint 'em VHT white for the period look.

For our purposes, the more available 348s can offer plenty of punch for a 2,500-pound street rod with street tires in back. To all outward appearances, all the W motors look the same, unless you're an expert with a book of casting numbers in hand, so the vintage look we want is there, regardless of the displacement. We recently saw a freshly rebuilt 280hp 348 motor, with rebuilt original Tri-power (shown running on a stand) for sale for $1,800 on eBay. Surprisingly, it didn't meet the reserve, but someone missed a truly great deal when you figure the cost of a long-block rebuild alone.

If you're up North scouting around, it's a little-known fact that Canadian-assembled Pontiacs also had Chevy W motors. Look for 348s and 409s in trucks, too. These had lower compression, but that can be altered to regain performance (note the exception above, and avoid the '58-61 348 truck engines). We've seen a few Ws at recent swap meets for decent prices, too.

Building and Dressing the Ws

As with any of the vintage engines we're addressing in this series, rebuild kits—from just gasket sets to kits with gaskets, rings bearings, pistons, and other parts—are readily available from parts houses like Egge Machine, Kanter Auto, Tracy Performance (Detroit, Michigan), and Show Cars (New Ulm, Minnesota). Two specialists in performance engine components, Bruneau Performance (Canada) and Lamar Walden Automotive (Doraville, Georgia), take all this to the limit with custom-forged pistons, stroker kits to 450 ci and more, and all the power parts you'd need for serious racing with a W motor. If you have a 348 and can find a 409 3.5-inch-stroke crank, it's a complete drop-in with the correct pistons. If you have the 409 rods and crank, they can be used with the stock 348 pistons.

One aspect that held back these engines in the old days was their extremely heavy cast pistons that limited their rpm potential (409 pistons weighed about 830 grams). Today, you can get a variety of forged pistons with your choice of compression ratios. A good engine balance job has the piston/pin weights within a gram or two of each other, but these modern pistons can save almost 200 grams per piston! You won't need the 4.11 or 4.88 gears guys used to have to employ to get a 409 to rev.

It's a miracle, but there are three new aluminum cylinder heads made for these engines. Bruneau Performance and Lamar Walden Automotive both have high-flowing heads designed for maximum performance, while Edelbrock now has its own Performer RPM street/performance heads with 7/16-inch rocker studs, guideplates, stainless 2.19 intake and 1.72 exhaust valves, bronze guides, and ductile-iron seats. To go along with that, Edelbrock also has aluminum water pumps, a dual-quad intake manifold, and the company is also remaking its finned, cast-aluminum valve covers. One rodder we know was quite upset about this, since he'd recently paid $375 for a set of the old Edelbrock valve covers and considered them a great find!

Factory and aftermarket four-barrel intakes are readily available on the used market, along with a number of vintage intake setups. The original 348 Tri-power setups aren't as expensive as you might think, if you keep your eyes peeled. An N.O.S. Offenhauser 4x2 intake sold recently on eBay for $305, but Offy still makes these in limited numbers, along with high-rise and low-rise dual-quads and triples. One of the biggest dealers in old and new Offenhauser equipment is Exeter Auto Supply (Exeter, California). If three or four carbs to tune just isn't enough

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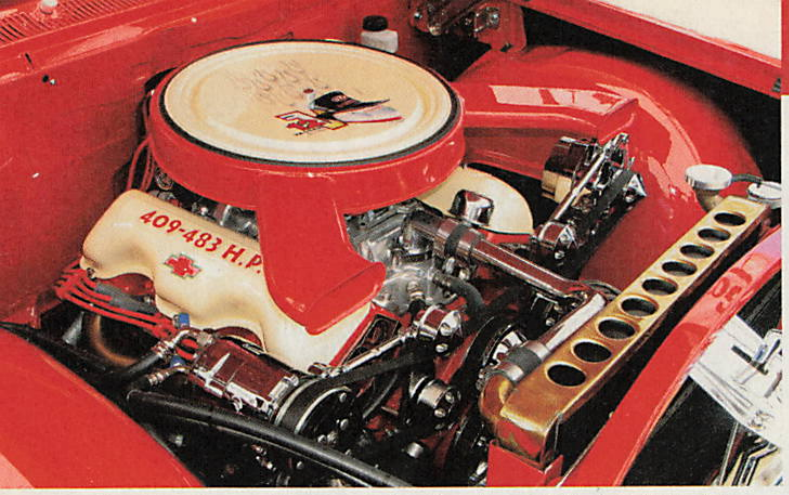
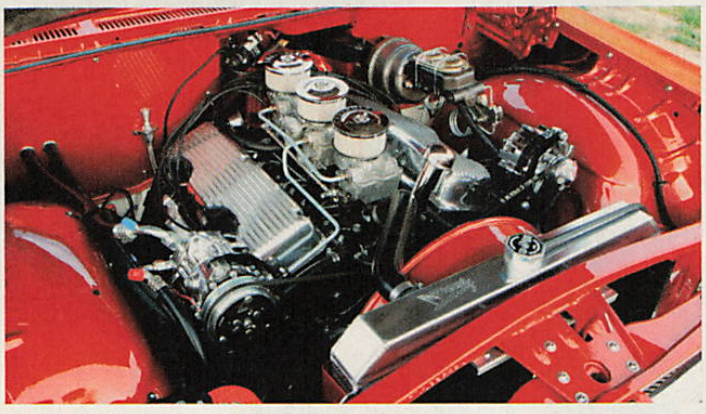
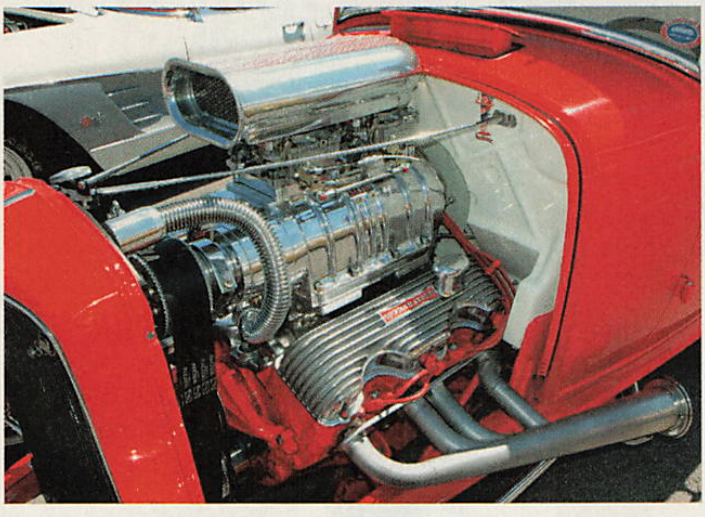


Chevy trucks need love, too. Here's a beautifully detailed-with-paint example of a breathed-on 409 that looks "real fine."



If you're doing over a '60s Impala, the W motors are just as good a candidate for thinking "outside the crate" as a trad rod. This is the 348 in Rich Zavarella's '60 Imp. Check the beautiful Moon finned valve covers.



If more is good, too much is just enough for some! By sight and by sound, a blower really adds to any engine, but they are rare today on W motors. Note the firewall clearances made for the blower and the engine itself in this Deuce, since the wide blower drive up front means the engine must be set farther back.

for you, Offy has a six-carb setup, and Gear Drive Speed & Custom (Apple Valley, Minnesota) builds and sells four- and six-carb steel-tubing log intakes in kit form or fully welded, plus the company can make outside "lakes" headers, too.

Speaking of exhaust, the width of the W motors makes this a concern for '28-34 rods, where shorty tucked-in headers from Speedway Motors (Lincoln, Nebraska) or Sanderson Headers (South San Francisco, California) would work best. For '58-65 Chevys in which W motors resided, you can probably still find long-tube headers from manufacturers like Doug's Headers (San Dimas, California), or Stahl Headers (York, Pennsylvania). Jere Stahl got his start building headers for the Dave Strickler Z-11, which was tuned by Bill Jenkins in the days before he became a Chevy fan's demigod.

Several cam grinds can be obtained from COMP Cams (Memphis, Tennessee), and Crane Cams (Daytona Beach, Florida) has a retrofit hydraulic roller package.

You have plenty of choices in ignition system, as well. MSD Ignition (El Paso, Texas) has a billet distributor for the Ws, Mallory (Cleveland, Ohio) has a billet HEI distributor (may be too fat for dual-quad intakes), and Joe Hunt Magnetos (Rancho Cordova, California) has either classic racing magnetos or its high-energy distributors that are dead ringers for its mags and perfect for street/performance. Actually, a small-block Chevy distributor will work on these engines but has a longer distance from the clamping flange down to the gear. Some companies offer spacers to allow this swap, but experts tell us this may not be the right way to go. You could, of course, also rebuild your period-correct distributor and install a PerTronix kit to eliminate the points.

Some rodders with open engine compartments wouldn't think of using a vintage engine for their car unless there were some cool valve covers available for it, and they're in luck with the 348/409. Besides the old ones on the used market, Edelbrock has its finned and polished covers, as do Mooneyes (Santa Fe Springs, California) and Offenhauser, and PML (Inglewood, California) produces finned aluminum covers with Chevrolet in script in the middle. Who would put tin covers on a W motor with these choices, but chromed ones like some of the 409s had still have an appeal.

More than most engines you will read about in this vintage series, the W motors are no problem when it comes to transmissions. Many of the W motors came with three-speed sticks, and of course that bellhousing will accept T10 four-speeds and period three-speeds with overdrive, too. The automatic of the day was either the Turbo-Glide or Powerglide. Thankfully, the bellhousing bolt pattern on the back of the block is the same as a small-block Chevy, so all modern automatic transmissions like the TH350, TH400, and overdrive boxes will all bolt on, which is great news, because no expensive adapter or machine work is required.

Whole books have been written about these first "big-blocks" in Chevrolet history, and they have a formidable record in motorsports. Most of today's graybeard rodders can remember their teenage years, seeing the fullsize 348 and 409 cars battling it out at the drags with now-famous drivers speed-shifting down the 1320, and still have an appreciation for these motors. We've provided you with a peek into the street rod possibilities they offer, indicated some of the equipment now available for them, and if you were leaning toward a vintage engine for your next project, you might consider the W motor. This year is the 50th anniversary of the first 348, and that could be your sign that it's time to "eschew the crates" on moral grounds and build one of these! SR

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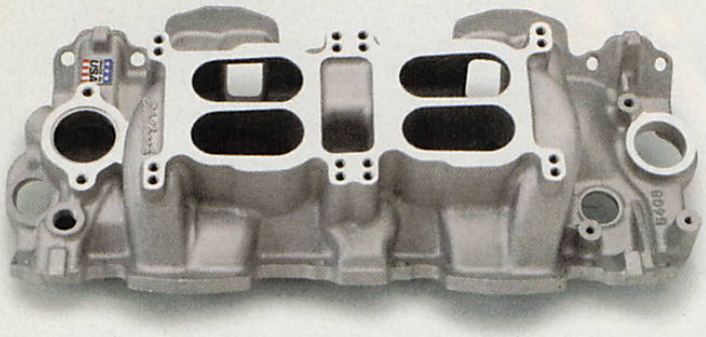
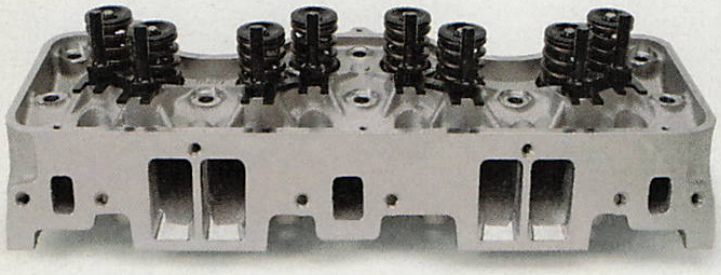


Edelbrock's Performer RPM dual-quad large-port manifold (PN 5408) in its as-cast presentation also comes in an EnduraShine finish.

Classic Series 409 valve covers (PN 4140, 41403) come in black powdercoat finish (shown) *and as-cast.*



Edelbrock has also come out with Performer RPM (PN 60819) heads for the 409 that will work with stock or aftermarket intakes.

Edelbrock also has air cleaners in both single and dual-four configuration; the Classic Series dual-quad air cleaner (PN 41193; PN 4119 polished) is shown here in its black powdercoat finish.

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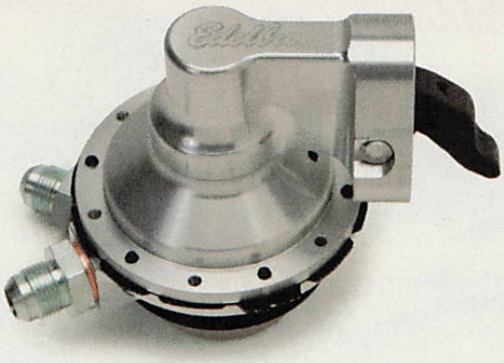
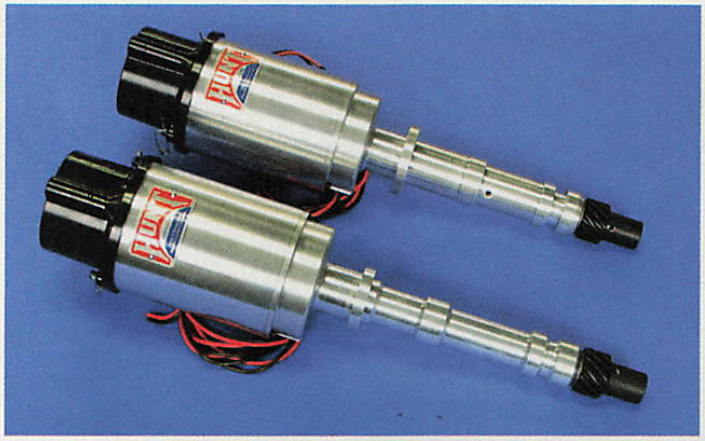


This is a Victor Series billet mechancial aluminum fuel pump (PN 17000) you may have seen on your small-block Chevy, but it will also work on a 409.



A good variety of ignitions is out there for the W motors, including real magnetos from Joe Hunt. These examples are the look-alike versions with powerful HEI electronics crammed inside a regular Hunt mag case. The foreground example is a SBC, just to illustrate the shorter length of the 348-409 models (rear in photo).

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BY RON CERIDONO | ron.ceridono@sourceinterlink.com

Ultimate Underpinnings: Part II

Building a contemporary version of a traditional chassis

Our all-steel tub is taking shape, and the bare-metal body has been covered in clear for now. As usual, Editor Brian Brennan is on the phone, and the rest of the SRM staff is hiding out.

Last month, we introduced the '34 phaeton from Kelvin Waddington's Australian Ute Company (see the May '08 issue of *STREET RODDER* for a full report) that we're building to drive to various summertime events and to tag along with Jerry Dixey on a few of the Road Tour legs.

There were several specific goals when the project began. First and foremost, we wanted a car that was a no-hassle driver, something that road and handled well, was simple and reliable, and that could be easily duplicated by anyone building a street rod at home. For those reasons, under that new all-steel tub body is a traditional solid axle chassis from Pete & Jake's. In our first installment, we documented the assembly of the front suspension, and this time we installed the rear suspension and plumbed the chassis.

We've always believed the simple approach is often best when building a street rod, so we chose Pete & Jake's ladder bar rear suspension for our '34. The suspension works without binding when the rear wheels encounter bumps individually or when the car is driven across an uneven surface, as the frame ends of the bars are mounted close together, unlike split wishbones attached to the framerails. Other advantages to using ladder bars include the facts that they don't interfere with the car's floor, there are no severe pinion-angle changes throughout the range of suspension travel, only two easily replaceable bushings are used, and

A street rod's suspension doesn't have to be complicated to work well. Our Pete and Jake's chassis uses ladder bars and a Panhard rod to locate the rearend, while suspension is via Viper adjustable damping coilovers.

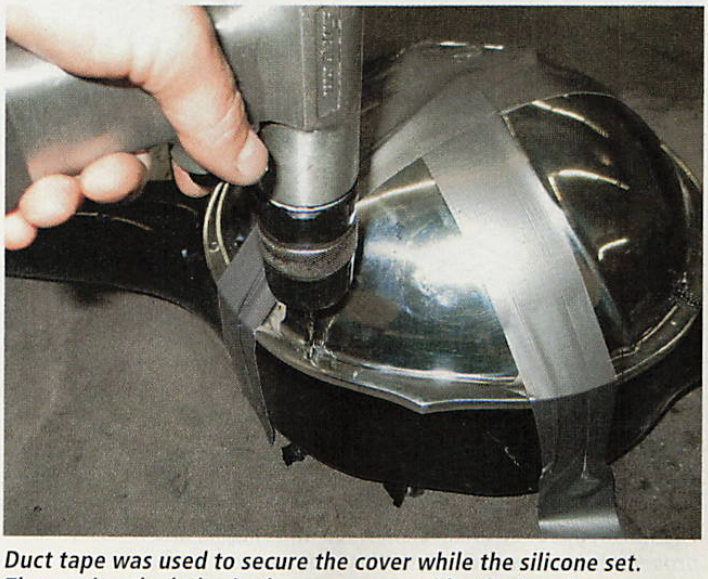
they easily handle the forces of acceleration and braking applied to them. Last but not least, they are simple for the homebuilder to assemble.

We also elected to use Pete & Jake's Viper coilovers to absorb the bumps during the Road Tour. The beauty of coilovers is they allow the ride height to be quickly altered, thanks to multiple mounting holes in the brackets, and ride quality can be tuned by changing springs, altering the preload on the springs or adjusting the damping on the shocks.

One of the biggest advancements in street rod components has been in the area of brake kits. While there are many options, the most popular combination continues to be discs up front and drums in the rear, and that's what we opted for. Super Bell Super Stoppers with four-piston calipers and Pete & Jake's cool finned aluminum backing plates, vented rotors, and aluminum hubs are used fore; all-new drum assemblies from John's Industries are used aft.

A critical consideration when selecting brake components is the size of the master cylinder; common bore sizes range

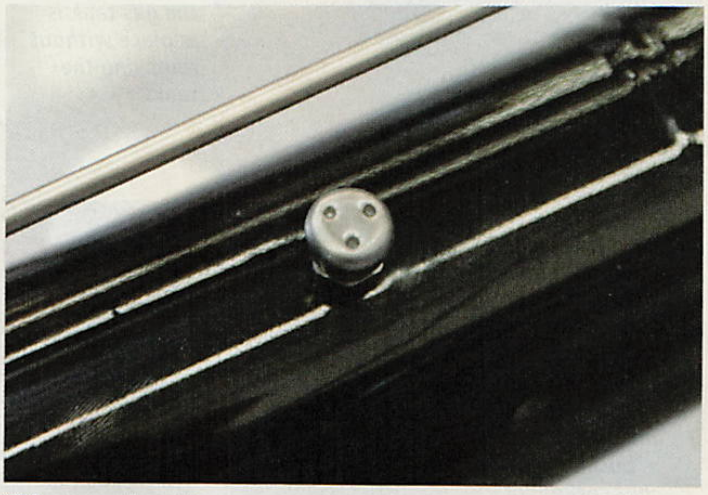
We installed a Pete & Jake's aluminum cover to give the new 9-inch housing from John's Industries a different look. After grinding away any rough spots, silicone was applied to the lip of the cover and it was pressed in place.



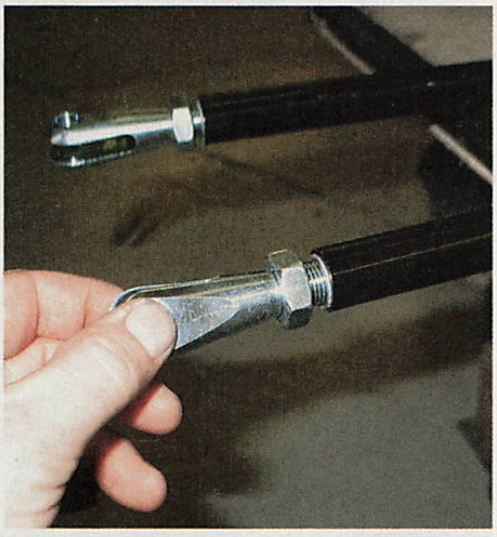
Duct tape was used to secure the cover while the silicone set. Then, using the holes in the cover as a guide, the housing was drilled for the special fasteners.

Special rivets were used to secure the cover. They are expanded and locked in place by driving in the center pins with a hammer and punch.

The finished installation gives the Ford housing a new and different look. The cover carries the Pete & Jake's logo.



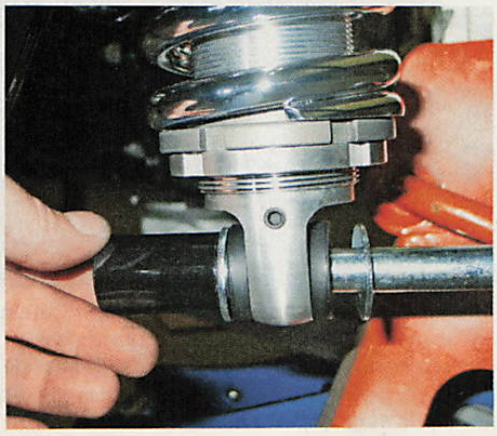
This rearend vent is necessary to prevent pressure from building up inside the housing, which can cause gear oil to be forced past the seals and onto the brake linings. OEM-style vents often serve to secure brake line fittings to the housing, and short vents are available at most parts houses.



Our Pete and Jake's ladder bars attach to the rearend housing with simple clevises that provide adjustment for pinion angle.

The ladder bars use urethane bushings at the frame attachment points. The bushings were installed first, and then the center sleeve was put in place.

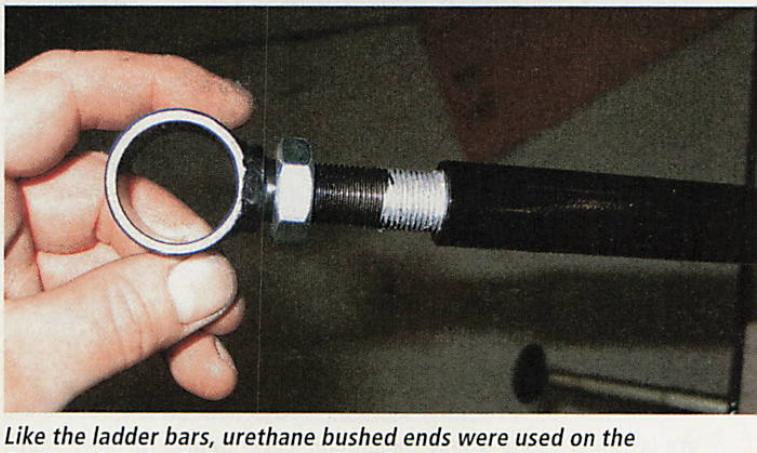
Here's something often learned the hard way. Install the upper coilover bolts from the front of the crossmember; otherwise, the bolts/coil can't be removed once the gas tank is in place without removing the tank.



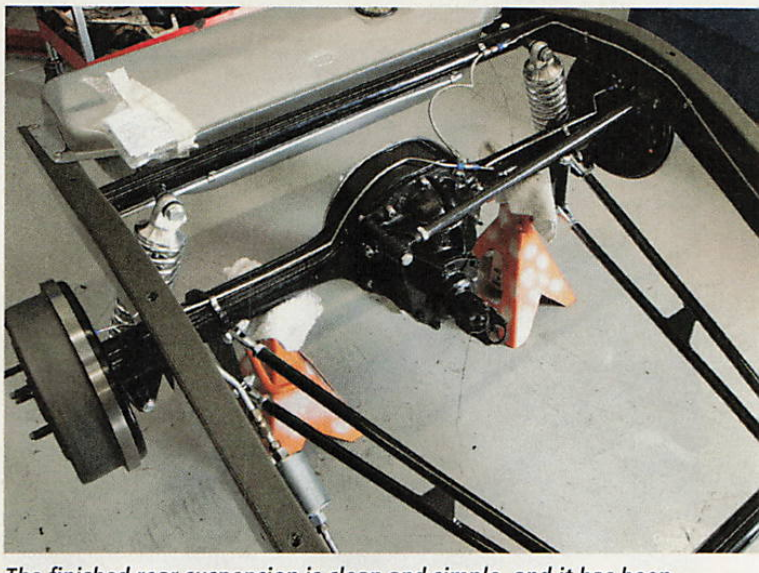
The lower mounting bolt required a spacer between the bracket on the rearend and the coilover. It's important that bushings are not cocked, or in a bind, when the shocks are installed.

from 7/8 to 1 1/4 inches. Smaller bore sizes will result in more pressure in the system but may not supply the necessary volume. The master cylinder must be able to supply fluid to all the components with less than two-thirds travel of the available stroke. Of course, the master cylinder required will also depend on the type of brakes used. Typically, a drum brake master cylinder will have a smaller bore than a disc master, and the fluid reservoir chambers will be equal in size. A disc/drum master

A pair of brackets mount the Panhard bar to the center section, and copper washers were used under all the third member nuts to prevent seepage of gear oil.



Like the ladder bars, urethane bushed ends were used on the Panhard bar. Antiseize was used on the threads, and the final bar adjustment should be made with the chassis loaded at ride height.



The finished rear suspension is clean and simple, and it has been proven to work well. Because this is a phaeton, and we'll be hauling passengers in the back seat, we used 350-pound springs on the coilovers.

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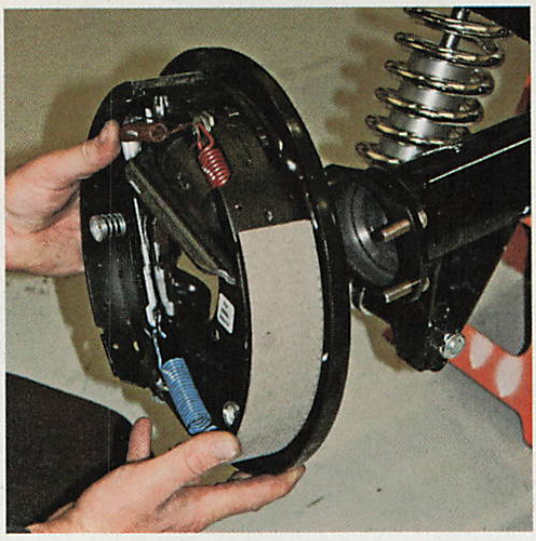
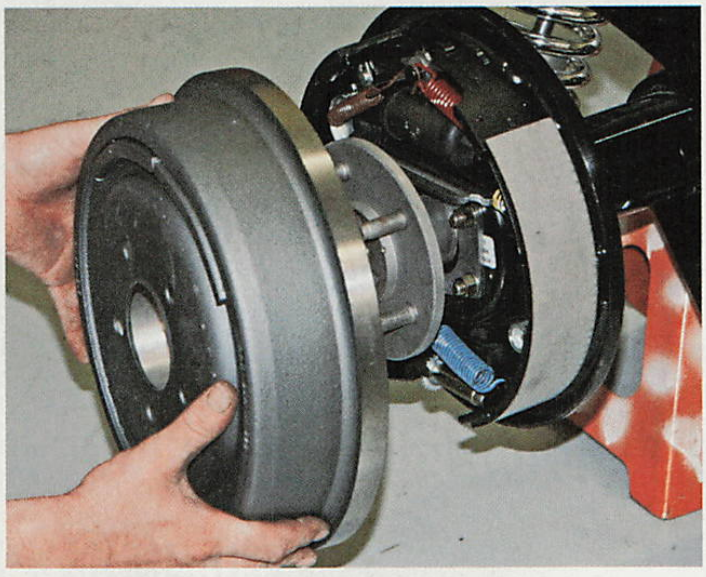
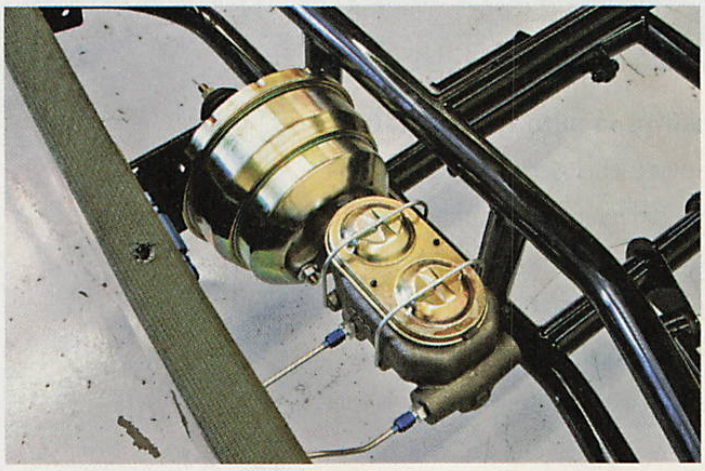


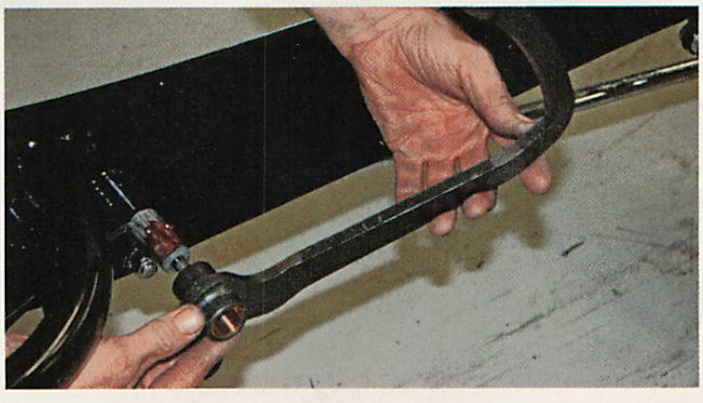
All-new rear brakes were part of the package from John's Industries. The brake shoe with the shorter lining goes toward the front of the car when installing the assembly.



John's offers a variety of kits, but we used a 11x2-½-inch drum. Ten-inch drums, Buick-style 11-inch drums, and Ford SVO 11-⅞-inch discs are also available.



Pete & Jake's offers a variety of master cylinders. This is a dual-diaphragm booster and Corvette master cylinder from Classic Performance Products on a Kugel mounting bracket.



Pedal leverage is a major factor in proper brake operation. Pete & Jake's has the correct 6:1 ratio, just like Henry used.

is designed to push more fluid to the front disc brakes, since they require more volume than drum brakes. Generally speaking, a disc/drum master cylinder will have one fluid reservoir larger than the other. This is because the disc brake pads wear faster than the drum shoes, and the fluid reservoir will drop faster.

A four-wheel disc brake master cylinder is designed to supply more fluid pressure and volume to the rear disc brakes than the disc/drum master does. This is achieved through an internal piston redesign. The piston that feeds the rear brakes on a disc/drum master will run out of stroke, limiting the amount of fluid pressure and volume that may be supplied to the rear disc brakes. If you attempt to use a disc/drum master on a four-wheel disc system, you will get poor rear brake function and experience a spongy brake pedal with excessive pedal travel.

One of the misconceptions about using disc brakes is that a booster is necessary, but that isn't the case with the proper master cylinder. Pete and Jake's offers a 7/8-inch disc/drum master cylinder that works very well; however, boosters are available on request.

We incorporated a proportioning valve and two residual pressure valves as part of the brake system plumbing. Proportioning valves modulate the pressure to the rear brakes; they minimize rear-wheel lockup found in heavy braking and compensate for differences in braking conditions in front-disc/rear-drum systems. Residual valves maintain a small amount of pressure in drum brake systems to keep the wheel cylinder cups expanded. This prevents air from being drawn into the system and allows the brakes to react quicker. A 10-pound valve is common in drum brake systems. Normally, disc brake systems don't have residual pressure valves; however, when the master cylinder is mounted below the floor, and is lower than the calipers, a 2-pound valve is used to prevent the calipers from draining fluid back to the master cylinder.

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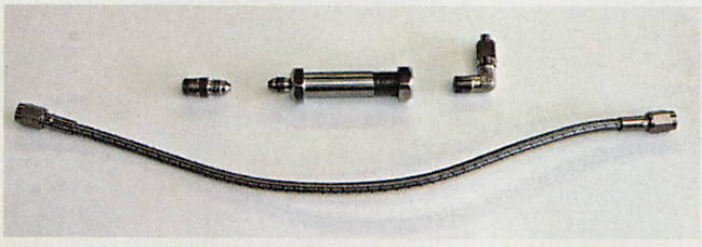
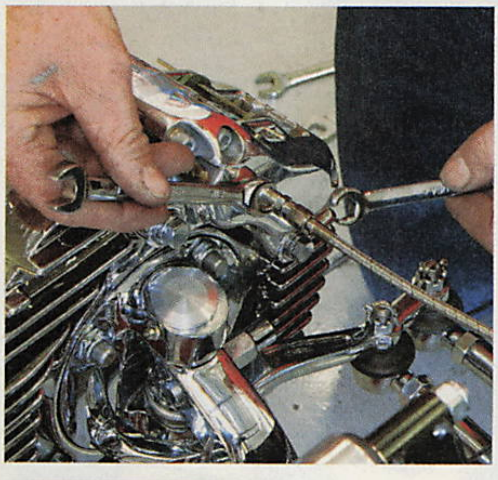
When plumbing a brake system, be aware that the size of the brake lines has no effect on system pressure, and only steel or stainless steel hard lines should be used. Braided lines should only be used between the chassis and wheels. Plumbing an entire chassis with braided line will cause a spongy pedal, because it will swell in use. When routing brake lines, keep them away from heat sources and points of abrasion, and avoid large vertical loops, like over the rear axle that can cause the system to trap air and/or be difficult to bleed.

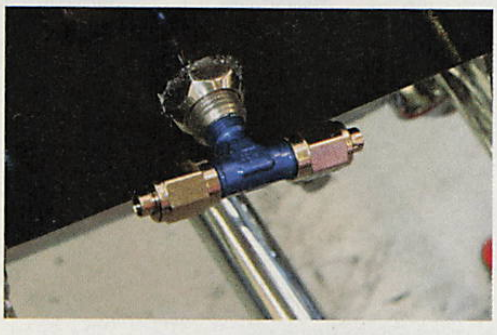
Our chassis is just about completed, and it's a perfect example of how easy and fun it is to assemble readily available street rod components. And, the great thing about it is anyone can do it. SR



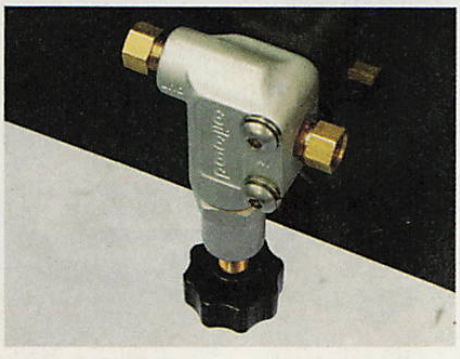
We used through-the-frame fittings to plumb the brake system. They, along with fittings, braided flex hoses, and line clamps, came from Kugel's.



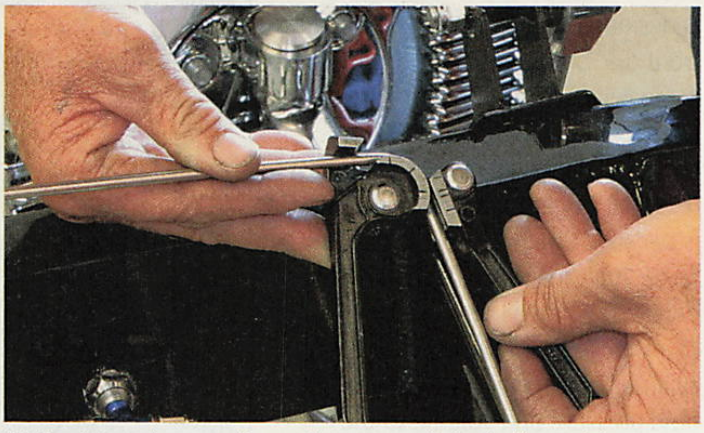
Front brakes are Super Bell Super Stoppers from Pete & Jake's. Make sure the bleeder screws are at the top when installing the calipers, and don't use standard open-ends to prevent damaging the fittings; invest in a set of line wrenches, as shown on the right.



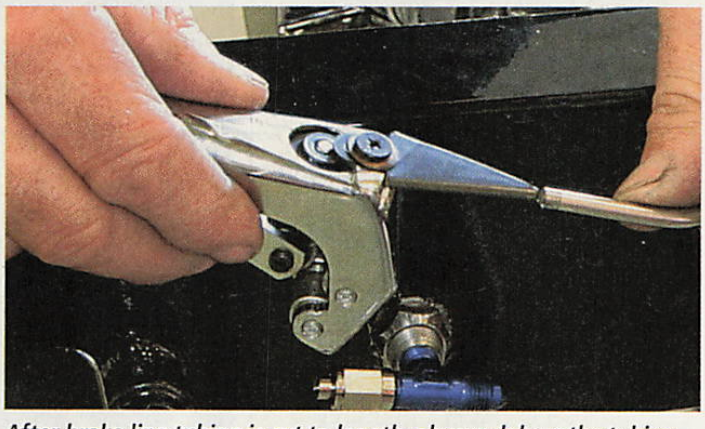
The left front through-the-frame fitting has been installed here. We used stainless lines with AN fittings, which require 37-degree flares.



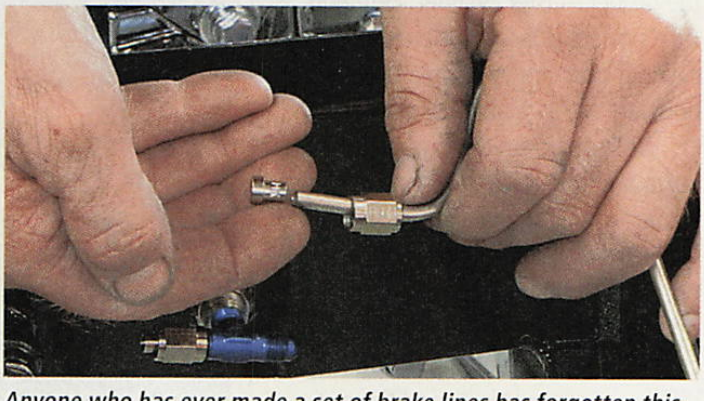
A Wilwood adjustable proportioning valve was installed in the rear brake line. Rotating the knob clockwise until it's all the way in delivers full pressure to the rear brakes. Turning the knob counterclockwise reduces pressure.



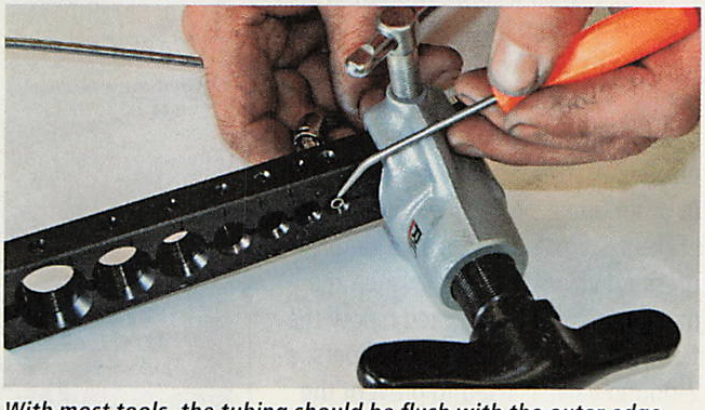
It's hard to make smooth, consistent turns in brake lines without a bender. They're inexpensive and will usually pay for themselves when compared to the tubing that's ruined trying to bend it by hand.



After brake line tubing is cut to length, always deburr the tubing before flaring. Even the smallest burr may cause the flare to split.



Anyone who has ever made a set of brake lines has forgotten this at least once. Although it seems obvious, put the nut and ferule on the line before flaring it.



With most tools, the tubing should be flush with the outer edge before it's flared. Stainless line uses a single flare with a ferrule inside the nut to reinforce it.

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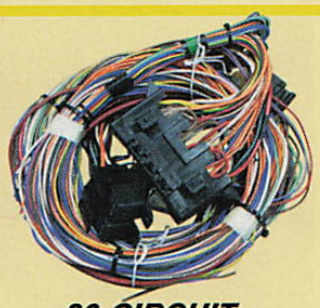

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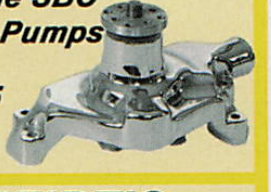

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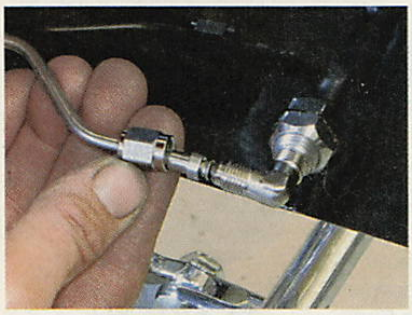
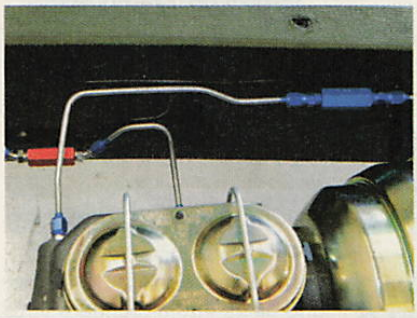
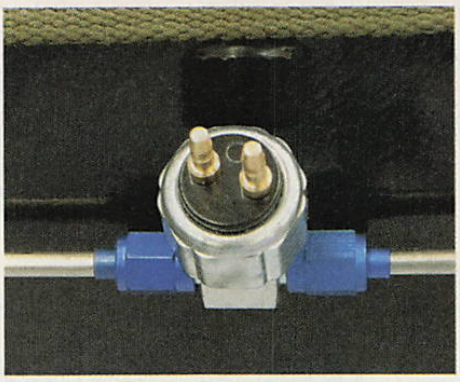
Here is a properly formed 37-degree flare on stainless tubing. Stainless cannot be double-flared like steel, so a ferrule is used for reinforcement.



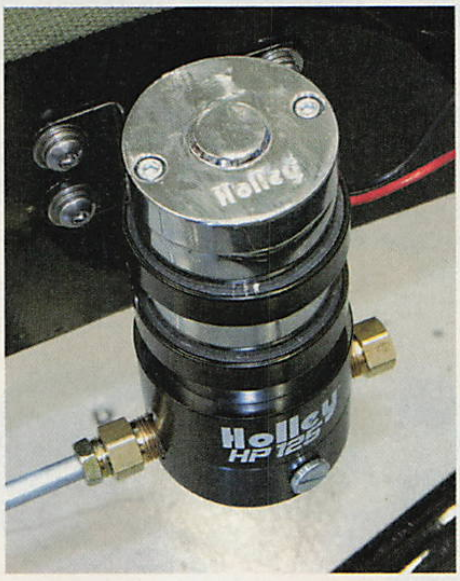
Here's the completed flare, ferrule, and nut. Don't over-tighten the fittings or use any sealant or Teflon tape during assembly.



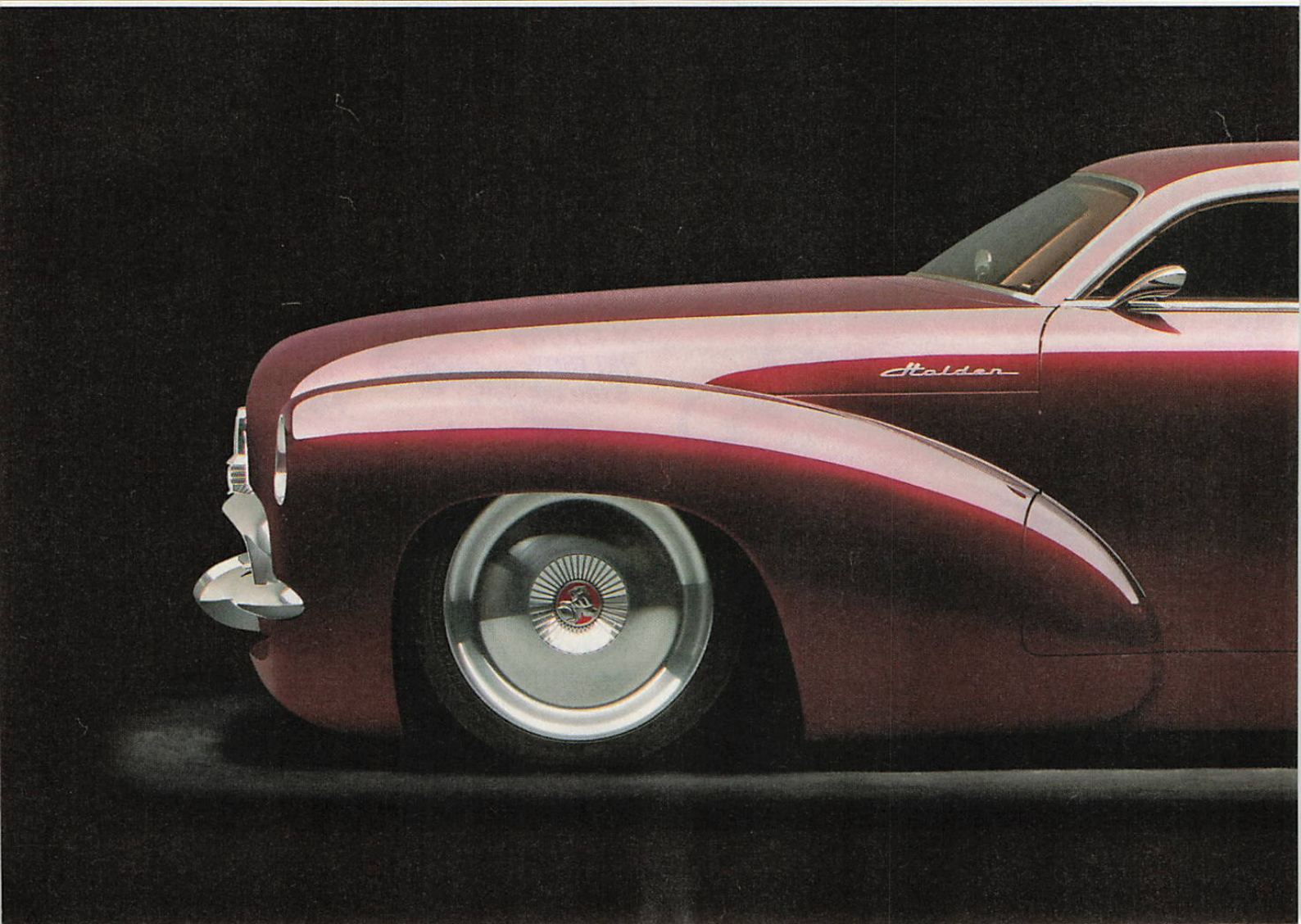
Residual pressure valves are normally built in master cylinders used with drum brakes. Our master cylinder was not equipped, so we installed Wilwood inline valves—10-pound in the rear and 2-pound in the front.

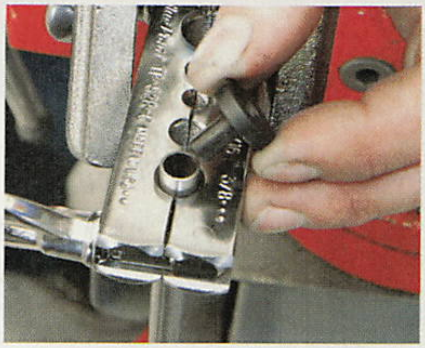


We opted for an inline hydraulic brake-light switch to activate the stoplights; these work fine with conventional bulbs or LEDs. If high-output halogen-type lamps are used, a relay should be considered to protect the contacts in the switch from arcing, which will shorten its life.

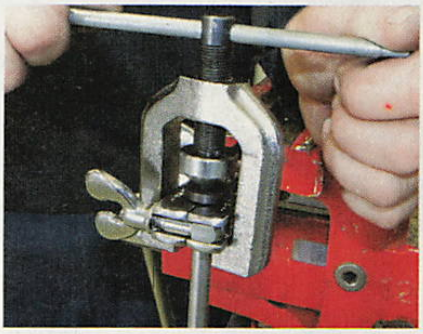


Delivering fuel is a billet-aluminum Holley electric fuel pump. It's internally regulated for a maximum of 7 psi and is compatible with alcohol/methanol. Steel lines were used for the fuel system.





For fuel or brake lines, steel tubing is double-flared at 45 degrees which requires a special tool and a two-step process. First, the end of the tubing is "folded" toward the inside.



The next step is forming the 45-degree flare. Fold the end of the tubing into a double layer for strength.

This is a 45-degree double-flare on steel tubing. The thicker flare makes it more resistant to cracking from fatigue, and a ferrule isn't required.

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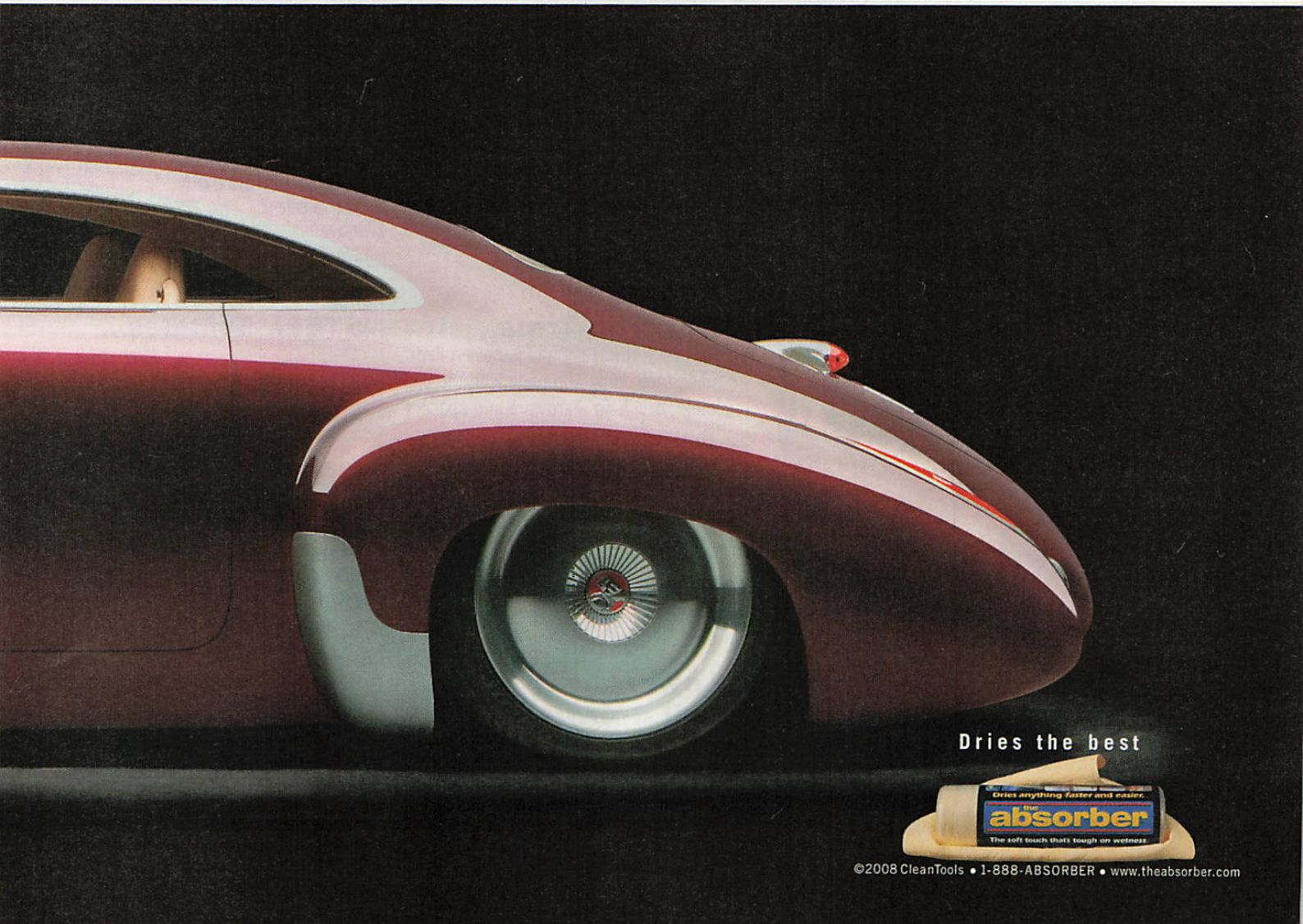
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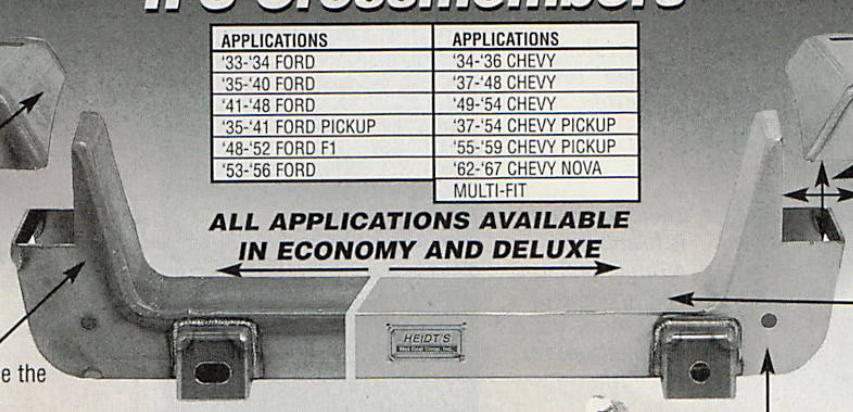

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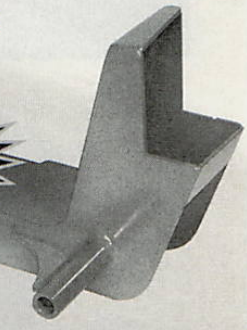

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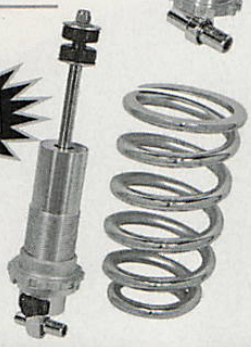

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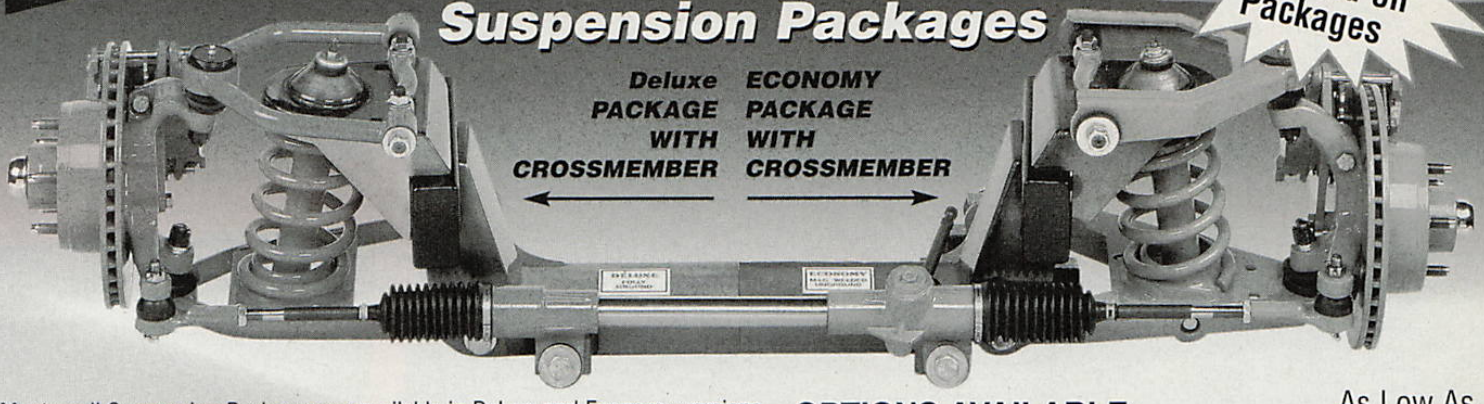

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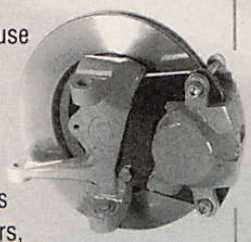

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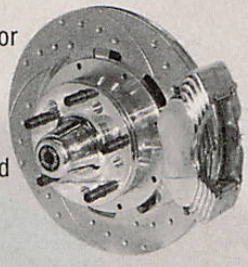

Polished or Black Calipers, slotted and drilled rotors, polished hubs.

Mustang II complete kit outright $1,079

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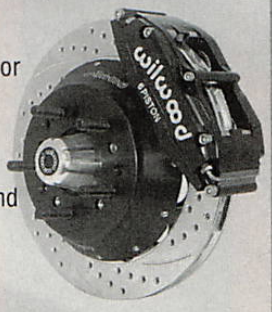

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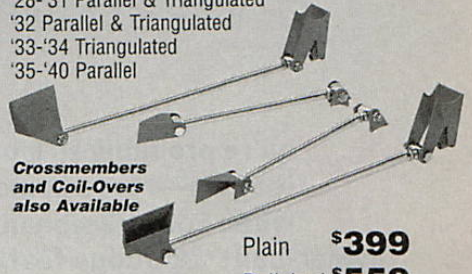

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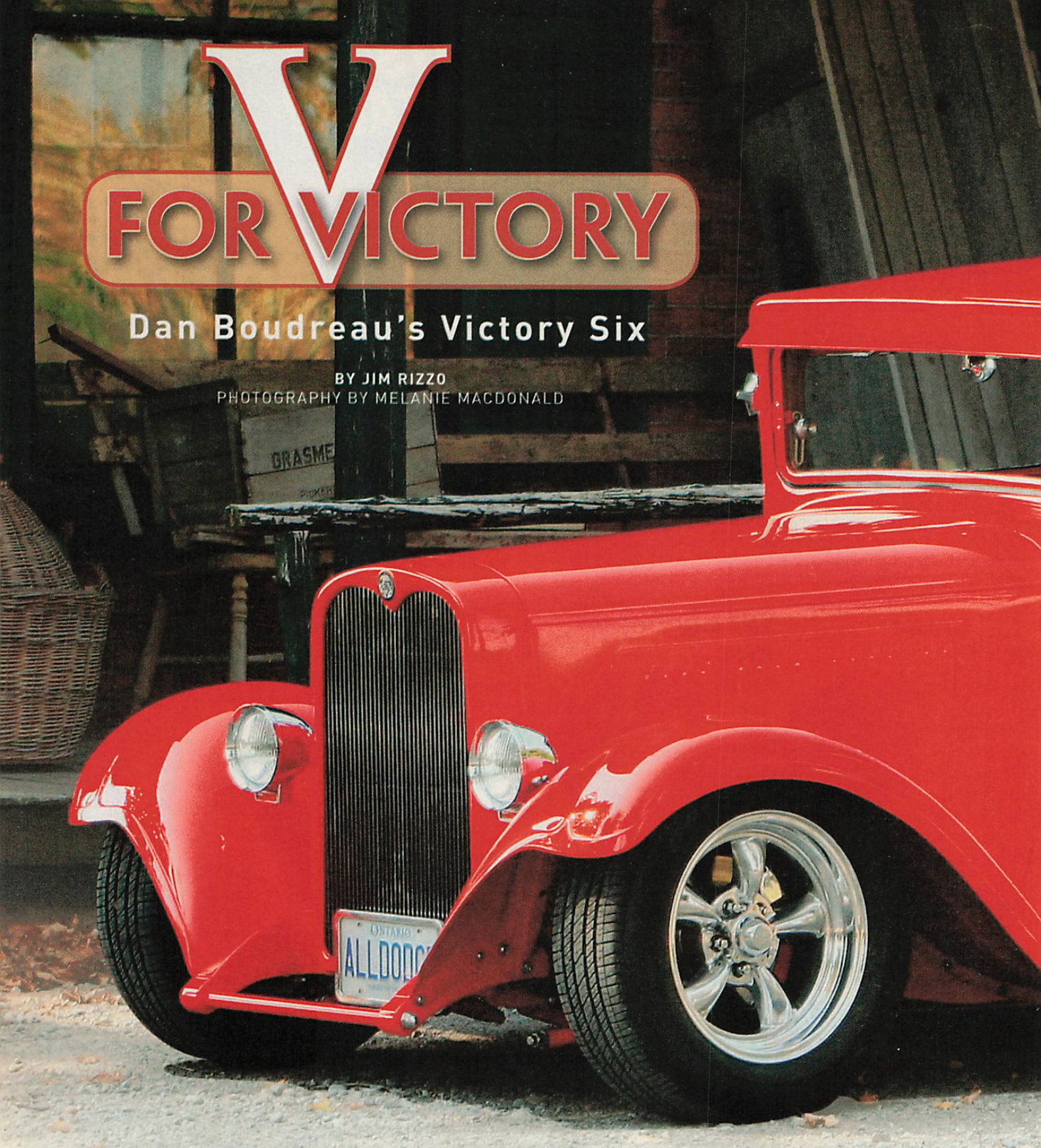
V FOR VICTORY

Dan Boudreau's Victory Six

BY JIM RIZZO
PHOTOGRAPHY BY MELANIE MACDONALD



You're probably sick of hearin' it, but I'll say it again—I love homebuilt hot rods. And, when Editor Brennan mentioned he had an owner-built '28 Dodge feature he wanted me to check out, I immediately pictured a down-and-dirty traditional hot rod. Boy, was I in for a shock. This homebuilt sedan nearly knocked me off my chair when he handed me the images, since this beauty looks as though it rolled out of the shop of a pro builder.

It's obvious by looking at this awesome '28 Dodge that Dan Boudreau is a talented chap. He's a tool and die maker for General Motors in Canada and a lifelong car guy who had primarily been into '60s musclecars—that is, until he was bitten by the street rod bug. According to Dan, it was fun, but he soon tired of ending up with cars that looked just like the ones sitting next to him at shows. He saw street rods as an art form, where no two were identical, and he didn't want to take the standard Deuce roadster route, either. He wanted to build something different, and he sure has.

Dan had to shorten both the chassis and the body a full 8 inches to accomplish the four-to-two-door conversion, and that was just the start. Take a look at the before image and you'll be able to surmise just how much work went into this project.

Since he's an accomplished machinist with a complete home shop, it was only natural that he build a car from the ground up, and, as we said earlier, he wanted something a bit off the beaten path, badge-wise. With that in mind, he began a search for an early Dodge or Plymouth two-door sedan but didn't have much in the way of luck. He did find an amazingly complete four-door, though, literally two miles from his workplace, and he was then able to begin his long-awaited project.

He started by disassembling the car completely and sending the sheetmetal out for acid dipping, and he was pleasantly surprised to get back a body that looked brand new. In the beginning, he had every intention of keeping it a four-door, but he then realized he'd have a truly one-of-a-kind street rod by making it into a two-door (Dodge didn't make a two-door sedan in 1928). The task was a monumental one when you consider the myriad changes that needed to be addressed beyond the obvious external metalwork, and it took 2 ½ years to complete it all. There's not room here to cover the build in detail, so a before shot and a few after shots will have to suffice. So, take a look at what we have here, and check out some build photos at www.flickr.com/dantechfab for a closer look. SR

Though Dodge never made a two-door sedan in 1928, you'd have thought this baby was the culmination of a lot of engineering on the part of the Dodge Bros. R&D department back then.

Dan didn't skimp on the powerplant. He built himself a stout 360-cube Mopar backed by a 518 auto for motorvation, and, like the rest of the car, he did it all himself, other than cutting and tempering the glass and the engine-block machining.

The Dodge really does have a unique look in relation to the Fords we're used to seeing. The body lines and details go a long way in individualizing it from the rest of the pack, and Dan's impressive modifications only add to the car's distinctiveness.

The interior is every bit as exceptional as the rest of the car. Dan even performed all the upholstery work.

FACTS & FIGURES

Dan Boudreau

Newcastle, Ontario, Canada

1928 Dodge Victory Six

CHASSIS

Frame / Manufacturer	stock 'rails / Dodge Bros.
Wheelbase	108"
Modifications	'rails boxed & shortened 8", all crossmembers & brackets owner-fabricated
Chassis plumbing	stainless
Rearend / Ratio	Dodge 8¾" / 3.91:1
Rear suspension	four-link, Air Ride Technologies (Jasper, IN) ShockWaves & Panhard bar
Rear brakes	disc
Front suspension	modified Total Cost Involved (Ontario, CA) IFS
Front brakes	disc
Master cylinder	Classic Performance Parts (Anaheim, CA) Corvette
Steering box	r&p
Front wheel make, size	American Racing (Rancho Dominguez, CA),16x6
Rear wheel make, size	American Racing, 18x8
Front tire make, size	Goodyear, 225/65-16
Rear tire make, size	Goodyear, 235/65-18
Gas tank	custom, aluminum 12-gal

ENGINE

Make	Dodge Magnum
Displacement	360 ci
Machining / Assembly	by John Owen / owner
Crankshaft	stock, 10/10
Rods	Eagle
Pistons	Keith Black
Camshaft	COMP Cams (Memphis, TN)
Cooling fan	16"
Radiator	aluminum, owner-fabricated
Alternator	GM
Heads	Mopar Performance
Valves / Springs	Mopar Performance / COMP Cams
Rockers	Crane Cams (Daytona Beach, FL)
Valve covers	Mopar Performance
Manifold / Induction	Edelbrock (Torrance, CA) / Holley (Bowling Green, KY) fuel injection
Ignition / Wires	owner-fabricated, GM module / MSD (El Paso, TX)
Headers	Sanderson Headers (S. San Francisco, CA)
Exhaust / Mufflers	owner-fabricated, stainless / MagnaFlow (Rancho Santa Margarita, CA)
Other engine facts	owner-fabricated aluminum air cleaner & aluminum pulleys

TRANSMISSION

Make	Dodge 518
Shifter	owner-fabricated
Trans mods	by owner
Driveshaft	owner-fabricated

BODY

Body style / Material	sedan / steel
Body manufacturer	Dodge Bros.
Body mods	chopped 3¼", converted to two-door
Hood	owner-built
Grille	modified stock, owner-built insert
Bodywork	by owner
Paint type / Color	Dupont / Viper Red
Painter	owner
Headlights / Taillights	modified motorcycle / owner-fabricated
Outside mirror	owner-fabricated

INTERIOR

Dashboard	modified stock
Gauges	Auto Meter (Sycamore, IL)
Stereo / Speakers	Clarion
Air conditioning	Vintage Air (San Antonio, TX)
Wiring	owner-installed, American Autowire (Bellmawr, NJ)
Steering wheel	Billet Specialties (La Grange, IL)
Steering column	GM
Interior mirror	Billet Specialties
Seats	Subaru front, owner-fabricated rear
Upholsterer	owner
Material / Color	vinyl / British tan
Carpet	tan
Seatbelts	GM

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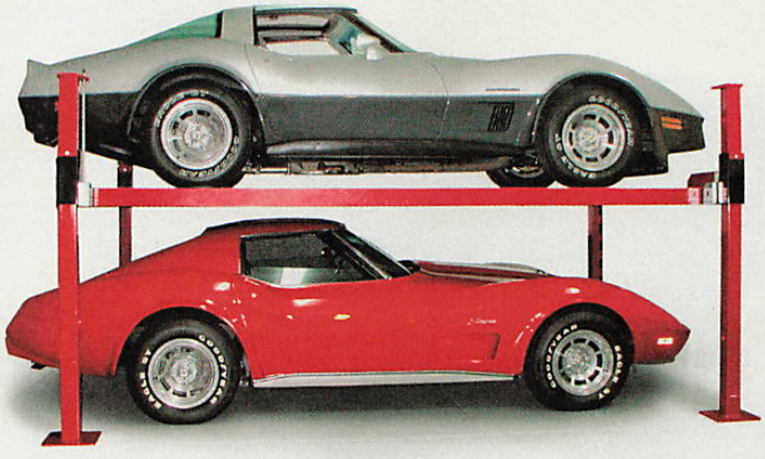

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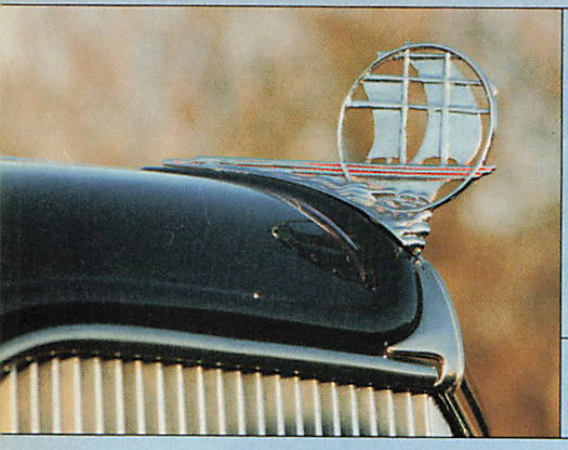


A Purple Plymouth

STREET RODDER

BY ERIC GEISERT

Ken McDonald's PE coupe

Hot rods, being what they are, typically reflect each owner's individuality and personal taste. Not everyone loves a red '32 Ford highboy roadster, and those who like to be really different go out and find something not a lot of people are looking for. These are people who like to live on the fringe. People like Ken McDonald.

Ken, who lives in Pflugerville, Texas, with his lovely wife, Bobbie, has been involved with cars for about as long as he can remember. Back in 1959, when Ken was in high school, he remembers folks stopping by his dad's machine shop to have work done, many of them drag racers on their way to the track.

When he was 14, he went with his dad to visit a friend who lived only a few blocks away, and Ken saw a '40 Ford coupe sitting in the driveway when they got there that left an impression on him that has never waned. From that day on, he believed he would someday own a street rod, but little did he know it would take so long!

In the late 1960s, Ken had started a couple of projects—a '31 five-window that was chopped and channeled, as well as a '36 five-window equipped with a Flathead—but they got sidetracked and sold due to the responsibilities of starting a family. He also got involved in the musclecar craze and owned a '66 Mustang with a 289 Hi-Po with a four-speed and even a '69 Road Runner before the family grew to need a station wagon rather than a hot rod.

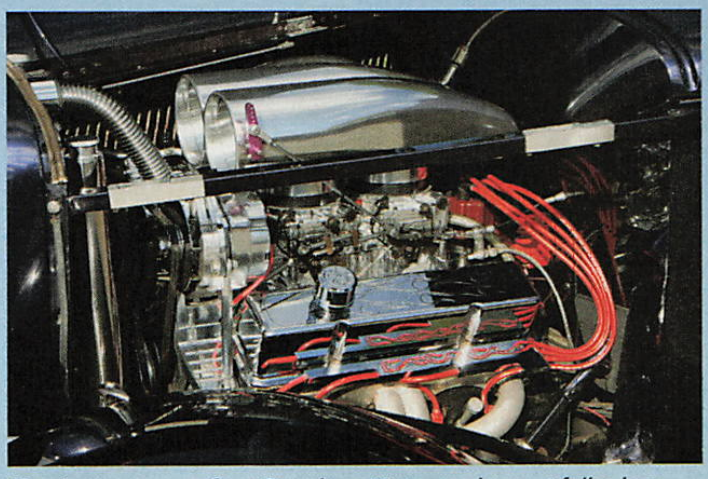
Fast forward 30 years, with the kids all grown, he felt he could get back to the cars and built up a Ford Torino and even got to race it out at the track. But, the image of that '40 Ford coupe sitting in the driveway 45 years earlier started to haunt him, to the point where he began looking for just the right street rod.

After a two-year search, Ken found this Plymouth PE coupe one night while scouring the

Internet. When he did, he woke up his wife to tell her about it and believed this could be "the one." When he went to see it, he found it to be a very nice, finished car that belonged to Clark Maloney in Houston. Clark's growing family wanted him to get a sedan type of street rod, and though the Plymouth had been built with a more traditional style than he'd wanted, Ken immediately saw it would fulfill everything he wanted with some changes. Overall, Ken said the car was in much better condition than he'd hoped of ever finding.

He ended up buying the coupe, changing out the wheels and tires (it used to run red rims with whitewalls, and it just didn't say "hot rod" to Ken), dressing up the engine by adding some billet, dual quads, and a shotgun scoop, polishing the grille, and adding some tasteful pinstriping.

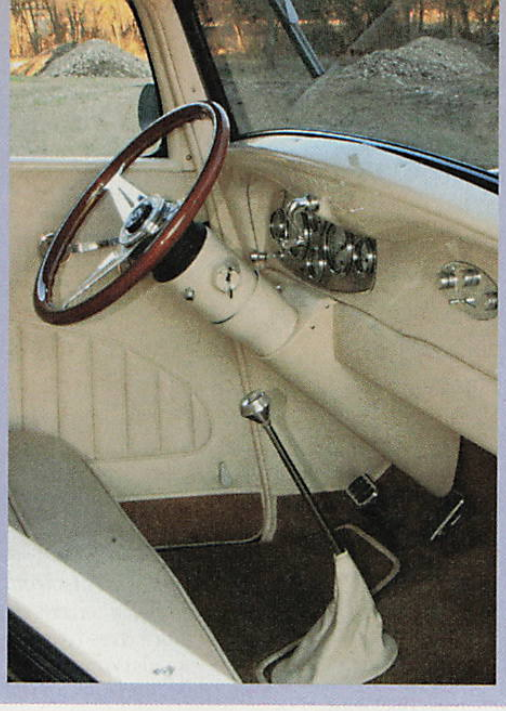
The base he started with was a solid one. The chassis is a stock Plymouth unit with a wheelbase of about 116 inches. The suspension was yanked from a '78 Monte Carlo (IFS front, trailing arm, and coil spring rear) and modified with a pair of KYB shocks for the rear, as well as a '78 Camaro 10-bolt housing. The front uses S-10 spindles with a 2-inch drop. Steering is handled by an '88 Camaro tilt column coupled to a Mustang II rack-and-pinion, while the brakes are 11-inch for each corner (disc in front, drums in the rear). For the road wheels, Billet Specialties Legacy 14x6 and 17x7 wheels were shod in P185/70R14 and P255/60R17 Goodyear Assurance radials.

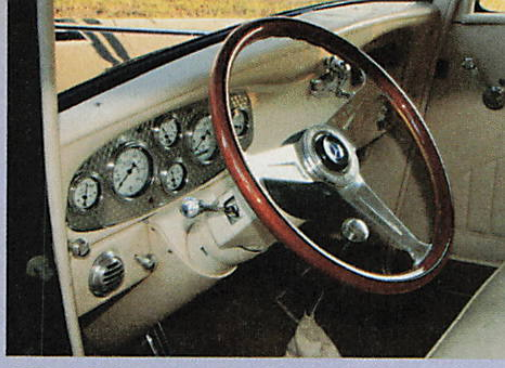


The shotgun scoops from Speedway Motors make most folks do a double-take when checking out the engine in Ken's ride. A 355, the small-block uses twin Edelbrock 500-cfm carbs to feed the engine, with exhaust running out block-hugger headers and Flowmaster mufflers. Ken backed the engine up to a 700-R4 trans.

The engine is a '78 Chevy 355 V-8, and inside the block resides a COMP Cams bumpstick. A set of World Product heads, with Crane roller rockers, is topped with an Edelbrock manifold, and dual 500-cfm Thunder Series AVS carbs get the mix into the motor.

The air cleaner is a shotgun scoop from Speedway Motors, and the exhaust exits ceramic-coated, block-hugger headers and out through Model 44 Delta Flow Flowmaster mufflers. To keep the engine cool, a SPAL 16-inch fan works in conjunction with a Griffin aluminum radiator, and spark is generated by an MSD 6AL ignition





Gilbert Valero re-covered a '34 Plymouth bench seat with a light-mocha Ultraleather—the same material used on the door panels and headliner. The dash now sports an engine-turned gauge panel from Haneline and is filled with Stewart Warner Wings gauges. There is also a substantial stereo system in the coupe, all revolving around an Alpine head unit and amplifiers coupled with multiple Infinity speakers. The wheel is from Nardi, and the carpet is Wilton wool.

system carried along Taylor wires. A custom 24-gallon aluminum gas tank makes sure Ken will get to where he wants to go.

The 700-R4 transmission was assembled by Phoenix Transmission Products in Weatherford, Texas, and fitted with a B&M Holeshot torque converter and a special valvebody with automatic lockup. Gear selection is aided by a Lokar shifter.

The body style is, of course, a coupe, but Plymouth had a few variations on the theme back in 1934. PF and PG models were a short, 107-¾-inch wheelbase model versus the PE model, which Ken owns, being the longer, deluxe version. Not chopped, the five-window now sports a Rootlieb three-piece hood with louvered hood sides, while the firewall has been smoothed out and the grille is a custom unit from Alumicraft.

George Gonzales did the required bodywork before the PPG Midnight Purple paint went on. Mike Hartman, from Lockhart, Texas, followed soon after with a subtle pinstripe job.

Inside the cab, you'll find a Pierce Arrow-type Haneline engine-turned dash insert that is filled with Stewart Warner Wings gauges. When Ken tires of listening to the growl of the engine, he tunes in the local radio station with his Alpine/Infinity stereo and speaker combination, which has more than enough power to be heard over even the loudest of motors.

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A Vintage Air Gen II A/C system keeps him and his passengers cool, while the light mocha-colored Ultraleather stretched over the '34 Plymouth bench seat keeps him comfortable. Gilbert Valero, from Houston, Texas, did the upholstery work on the seat, as well as the door panels and headliner, and laid out the Wilton wool carpet, too.

After finishing his "tune up" on the car, one of the first things he did was take it to a local car show, where he saw a '40 Ford coupe pull into the parking area near him, which took him back more than 45 years. Ken went over and introduced himself to its owner, Jerry Jones, and found out this was the exact same car, owned by the same guy who had inspired him all those years ago. They sat and reminisced for a couple of hours about the "good old days" and have remained friends ever since. (Jerry is still living in the same house his dad built, and the car sits in the same garage where it was finished by Jerry and his dad 53 years ago.)

Ken now travels all over Texas with his Plymouth, sometimes with his informal car club, the Donut Gang, out of Austin. They're a good-natured group of guys, and they're only interested in having fun with their hot rods and hanging out with other folks who like to do the same. Though it may have taken him a few decades to get there, it seems Ken McDonald has finally found his way home. SR

Two-inch dropped spindles help the stance, as do the 14- and 17-inch Billet Specialties Legacy wheels wrapped in Goodyear rubber. George Gonzales painted the PE with PPG Midnight Purple PB739, a color normally found on a late-'90s Acura NSX.

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BY CANDY AND JIM RIZZO | jim.rizzo2@sourceinterlink.com

Hot Rod Girl: Part II

Building the Total Performance King T

It's been a few weeks in "real time" since the first installment of my King T build, and I'm happy to report I've made quite a bit of headway. At this point, the chassis is complete and the drivetrain installed, but you'll have to be patient, because the kit goes together a heck of a lot faster than *STREET RODDER* makes it to the newsstand each month. That said, let's review what transpired last issue and then move on to what's happened since.

The build began with two important steps that hold true in any similar situation; the first being matching the parts received to the packing list, so you're sure you have everything you're supposed to, and the second is assembling those components to ensure everything fits the way it should. In my case, everything that was supposed to be there was, not that I had any doubts, and it all went together without a hitch.

At this point, I just want to take a second to reflect on the reasons I chose to attempt the Total Performance King T build. Like I said in the first installment, Jim has pretty much spent the majority of his free time out in the garage since we were married back in 1978, and being a "car gal" at heart, I really did enjoy riding in them when they were complete. I was just ready for one of my own and hoped that if I did build one, he might take some time off from building stuff to cruise with me and enjoy 'em (you listening, Jim?).

Though I've watched and helped out in the garage all these years, I knew the fabrication factor had to be minor—or, better yet, nil—in order for me to build a project on my own. If not, Jim would have had to do the fabrication, which would lead to assembly, which in turn would lead to him building the car for me—not what I wanted. So, during those lonely times sitting in the family room by myself (while Jim was in the garage, of course), I thumbed through some of the catalogs he has piled all over his home office (another topic he and I will have to address ... yet again).

One of them was the '08 Total Performance catalog, and that's where I saw the King T kit and what it consisted of. The fact that the vast majority of parts came all together from one source was an idea I liked, and the fact that the kit was designed and built by professionals to be a bolt-together project made it perfect for a beginner like me to get into the hobby as a participant, rather than a spectator or a tagalong.

Let's take a look at the final chassis painting and assembly that has taken place since the last installment. Let me stress that, for those who want to become a part of the hot rod hobby but think the lack of big bucks or vast mechanical skills preclude it, I implore you to take a look at what Total Performance has to offer—you'll be impressed, surprised, and then on the road in no time! SR

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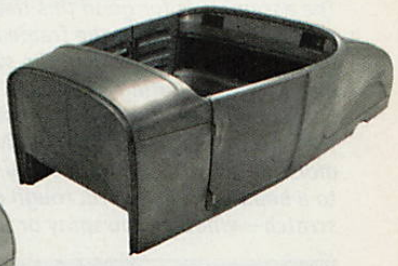

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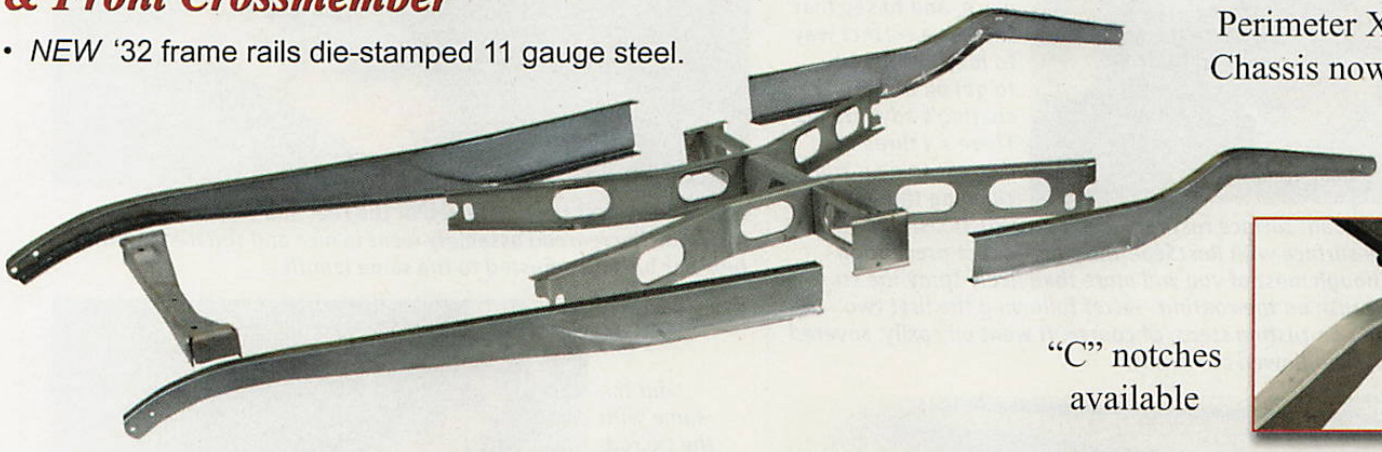

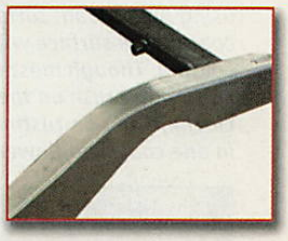

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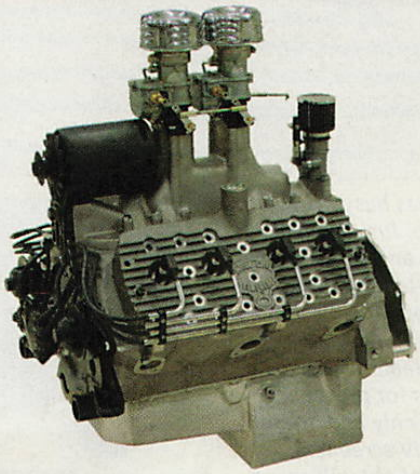

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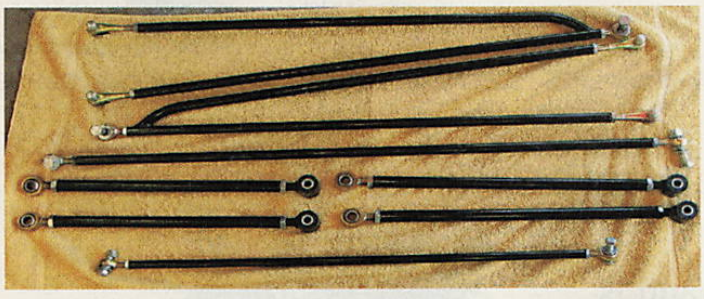
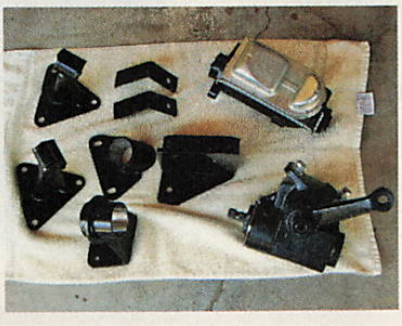
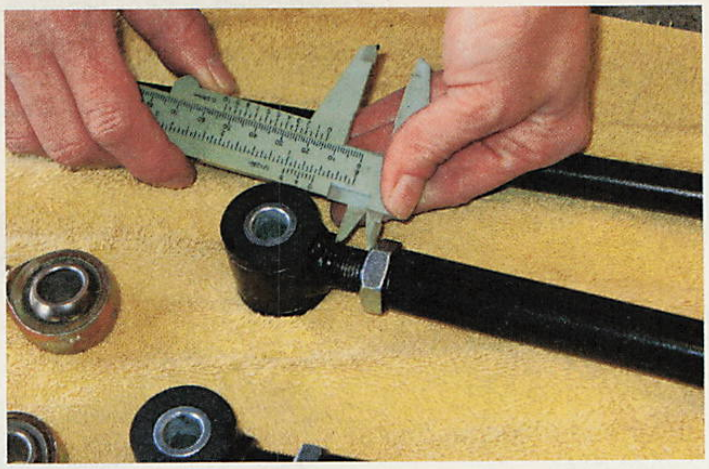
The assembly is for good this time around, so the first thing I needed to do was get the frame and suspension parts painted to protect them from rusting. Jim swears by this stuff called RustSeal made by KBS Coatings. RustSeal is a one-part (no catalysts or hardeners), ready-to-use, high-solids, rust-preventive coating that, according to Jim, is actually strengthened by exposure to moisture. Plus, it's unharmed by most every chemical and flows out to a beautiful, rock-hard, tough coating that isn't easy to chip or scratch—whether you spray or brush it on.

Proper prep is the key, as is the case with any coating or paint. Jim had me check out the KBS Web site to read up on the stuff, so I'd know why we were using it in the first place, and to see that there is a correct way to prep the metal to get all of the coating's advantages. There's a three-step process to do it right: cleaning the surface, using AquaKlean; surface rust removal, using RustBlast; and then coating the surface with RustSeal, the colored rust-preventing coating. Though most of you will more than likely spray the stuff, I opted to brush on the coating—after following the first two cleaning and de-rusting steps, of course. It went on easily, covered in one coat, and flowed out nicely.



While I was busy brushing the frame, Jim cleaned, prepped, and sprayed the loose parts for me. He did end up spraying a couple of coats of regular paint over the RustSeal, because the coating is for protecting the steel only and doesn't contain UV screeners, so direct sunlight will cause it to fade. The frame on my King T is completely covered by the body, so only the parts that hang out required additional painting.

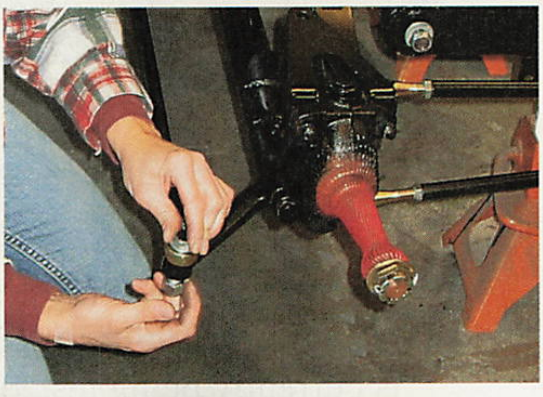




I had to pay more attention during final assembly, especially when it came to the suspension parts. I had to make sure all the rod ends were adjusted the same amount to keep everything square. If not, the rearend would end up out of square, and the car would track cockeyed. I used Jim's caliper to double check everything, and it was sure faster and easier than counting threads!

Just like the first time, I started at the rear and worked my way forward. The rearend assembly went in nice and square with the four-bar bars all adjusted to the same length.

I did the same with the tie rod, making sure the rod ends were equal at either end.



I went ahead and installed the front shocks this time. The King T uses old-timey friction units, so it's no wonder I couldn't find 'em when Jim told me to grab 'em outta the box—they sure as heck didn't look like any shocks I'd ever seen before, but they're cool.

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Once the chassis and suspension parts were painted and assembled (for the final time, thank goodness), Jim said the next step involved the front brakes. Total Performance uses and suggests disc brake assemblies from Wilwood, which are the best bet for a car like this, according to Jim, and I liked the idea of having good brakes. Especially since Jim says I have a lead foot, and the better the brakes the more fun the ride will be. I have to admit I was a bit apprehensive when Jim had me lay out the Wilwood parts. It looked complicated, but the instructions were easy to follow and everything worked out just fine. Though, I did make Jim pack the wheel bearings—hey, I told him from the start that getting greasy was not a part of my plan! Thank goodness for clean, brand-new parts.

The brake install started with the Total Performance caliper brackets, which are made specifically to fit the company's own TP spindles and Wilwood calipers. A couple of bolts and spacers and they were in place.

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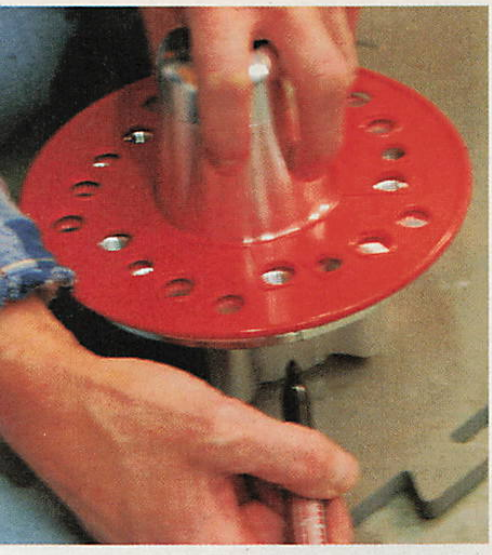
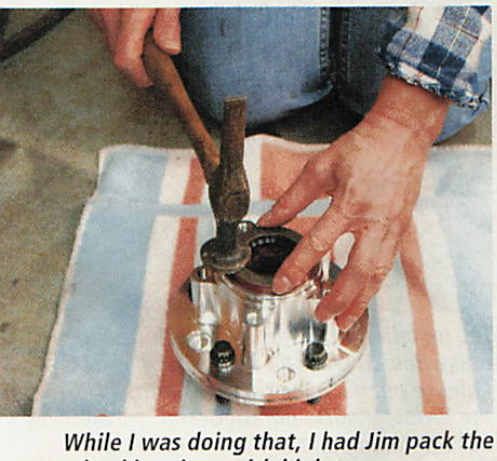


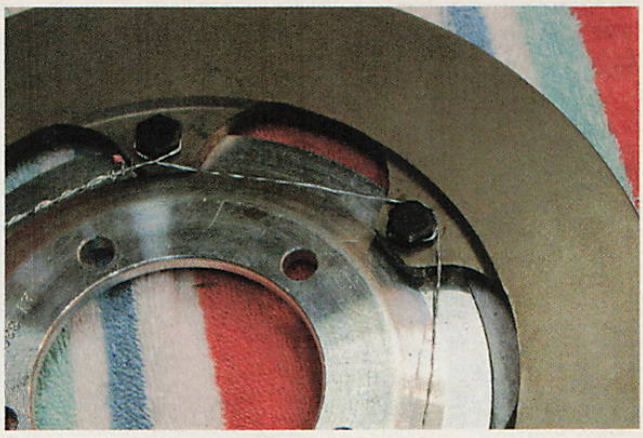
The Wilwood system is easy to assemble, and best of all, the installation instructions are amazingly clear and easy to follow. I started with the hub assemblies and choosing the correct bolt pattern for my wheels (the hubs are drilled for multiple patterns). I used one of Jim's wheel thingies to determine the correct pattern, and marked both hubs so I'd install the studs in the correct holes.

I threaded the studs in and then tightened them to the specifications stated in the instructions (77 ft-lb).



While I was doing that, I had Jim pack the wheel bearings with high-temp grease. Next, I dropped in the inner bearings and installed the seals.

The next step was the assembly of the rotors to the rotor adapters. The bolts for these were then torqued to 180 in-lb and then safety-wired, which Jim did for me. I then attached the rotor assemblies to the hubs and tightened the bolts up to 22 ft-lb.



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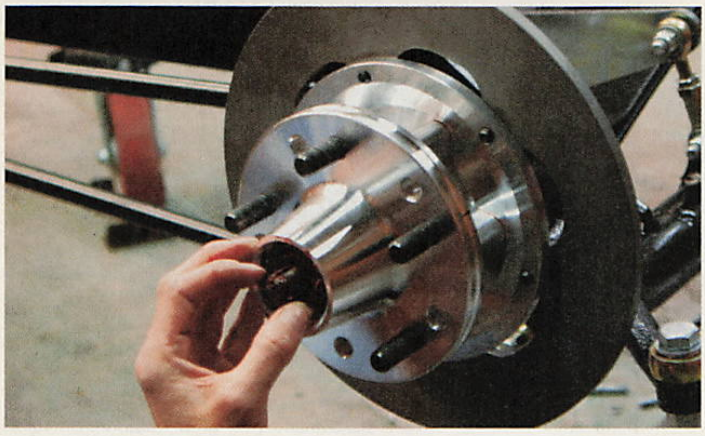
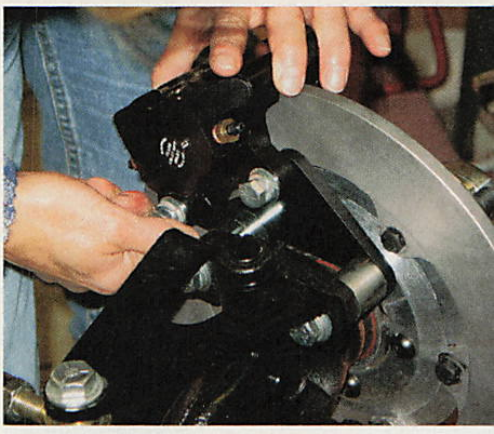
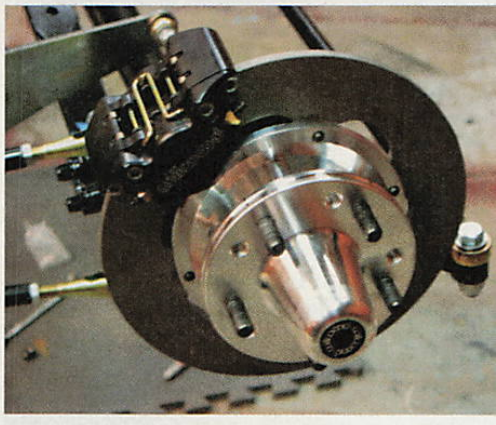


The completed hub and rotors were then installed onto the spindles, the outer bearings slid into place, and the washer and spindle nuts threaded on and snugged.



Next came the calipers, which fit the TP brackets perfectly and went on in a snap.



With both front brake assemblies in place, I then installed the dust caps.

The installation of the Total Performance brake line kit was still kinda like a Chinese puzzle, even though TP did all the forming work. Jim suggested we lay out the tubing on the floor next to the chassis and figure out their configuration that way—it worked well, and even Scooter, Jim's garage cat, approved.

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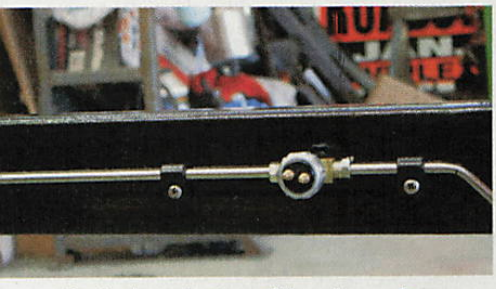
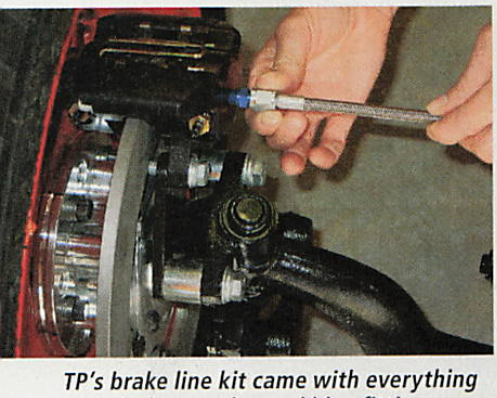
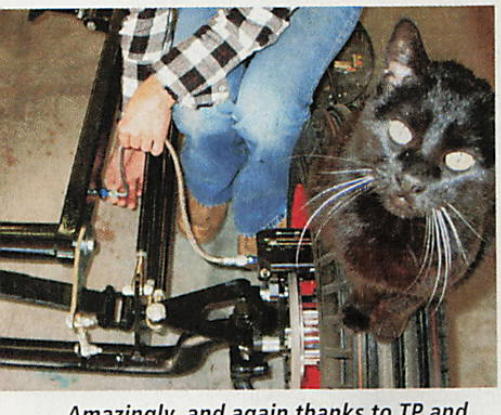
Total Performance did a fine job shaping the lines, and the company was amazingly accurate when it did. Laying them all out first really helped in placing them correctly and saved me a bunch of time.



Jim had a selection of line clamps from Made For You that worked great and look really nice, too. Drilling and threading (Jim says "tapping") the holes was less than fun, but thank goodness Total Performance did all the other drilling for me.



TP's brake line kit came with everything I needed, even the cool blue fittings (AN aircraft-style) and braided flexible brake lines.



Amazingly, and again thanks to TP and Wilwood, the brake install went without a hitch—and as you can see, Scooter isn't camera shy.

There you have it—the second installment of what's turning out to be an easy and extremely satisfying experience. With the chassis complete (believe it or not, it's only taken two weekends and one couple-hour stint during the week to get this far in the build), the next time we get together it'll be to get my engine and trans assembled and installed. And, just for the record, the drivetrain parts are the result of another flip-through in one of Jim's catalogs (Summit Racing Equipment), with nearly all the parts coming from one source with one Web site order—how easy is that? So, stay tuned and we'll see ya next month. By the way, have you ordered your King T yet? I'm expecting to see you and yours at an event this summer!

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John O'Quinn's '36 Roadster

The latest custom from Rick Dore

BY ERIC GEISERT

What type of car would you have in your driveway if price were not an issue? An original steel '32 Ford three-window? Maybe with a blown Flattie? What about a custom '57 Cadillac two-seat roadster, stylized to look like it came out of Valley Custom Shop in 1958?

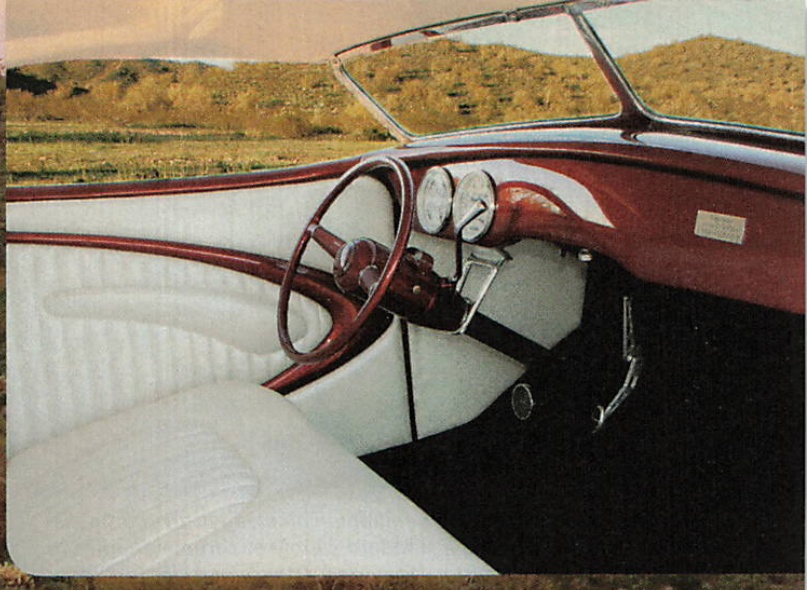
But, why limit yourself to old hot rods? What about a collection of vintage and current Indy or Sprint Cars? And, don't forget about European exotics: Ferraris, Masers, Bugattis, Lambos, and the like. Want to toss in some elegance? Nothing says it's a Duesey like a Duesenberg.

For John O'Quinn, a nationally known trial lawyer based in Houston, Texas, it isn't about the money but rather having a great collection of cars. And, he should know—he owns more than 900 vehicles of all shapes and sizes, many of them being mentioned in the previous paragraphs.

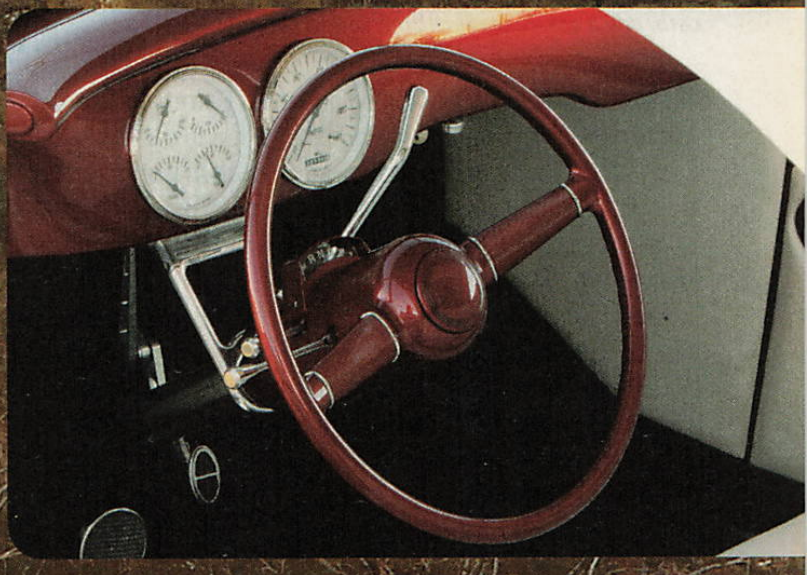
But, two questions arise when you have nearly 1,000 cars at your disposal: One, what are you going to do with them, and, two, why keep buying them? As for the first query, it's been widely reported John has the idea to open an automotive museum in his hometown sometime in 2009, with some saying it should put to shame any other auto museum known to exist.

However, cars of John's caliber, if not driven, should at least be seen, so a museum is a great way for folks to possibly view something they'll probably never come in contact with any other way. As for continuing to purchase vehicles well after, say, the 500-car mark, we can only refer to the statement made in the first paragraph: If money were no object, wouldn't you?

One of the best ways to ensure you've collected only the best is to attend the car auctions that cater to that elite clientele: RM,



Pleated pearl-white leather is the perfect choice for this custom, and it was installed over the stock '36 bench seat and door panels by Contra Costa Vinyl. Haywire wiring was used throughout, and it also links the engine to the Classic Instruments gauges. The '40 Ford Deluxe steering wheel is both simple and appropriate for the look Rick was going for, and is colormatched to the car's exterior.



Walter Prosper created the aluminum air cleaner for the small-block Chevy, which has a standard supply of chrome goodies to make the 350 crate motor look good. Other upgrades include a radiator from U.S. Radiator, an Edelbrock intake manifold and carb, and a set of headers from Sanderson.

Christie's, Gooding & Company, and even Barrett-Jackson. At the annual RM auction in Pebble Beach a few years ago, John's buyer (someone who typically has been instructed to bid on particular cars by an off-site collector) purchased both a customized '53 Cadillac and the custom green '34 roadster found on the May '05 cover of *STREET RODDER*.

Both cars, coincidently, had been built by Arizona stylist Rick Dore and, unbeknownst to Rick, John already had a few of Rick's cars in his collection. Rick, upon receiving an invitation from John to visit his collection, took the lawyer up on his offer and flew down to see what he was all about. Commenting that John is "down to earth" and a "really nice guy," Rick was impressed with his car's new owner. But, the feeling was mutual, and John decided to have Rick build a few more cars for him. (Rick says John currently owns 11 of his past efforts, plus a couple of motorcycles he'd done).

Not long after, when Rick showed John some drawings he'd had automotive illustrator Jimmy Smith create—a stylish '36 Ford roadster with Duesenberg accents—John gave the go-ahead to have the car built, and Rick was off to build another custom.

To complicate matters, Rick had been going in for treatments to battle cancer, and was in Los Angeles Monday through Friday receiving radiation, having weekends "off." Rick had heard about a good '36 body in Baltimore, Maryland, and decided to go see it for himself.

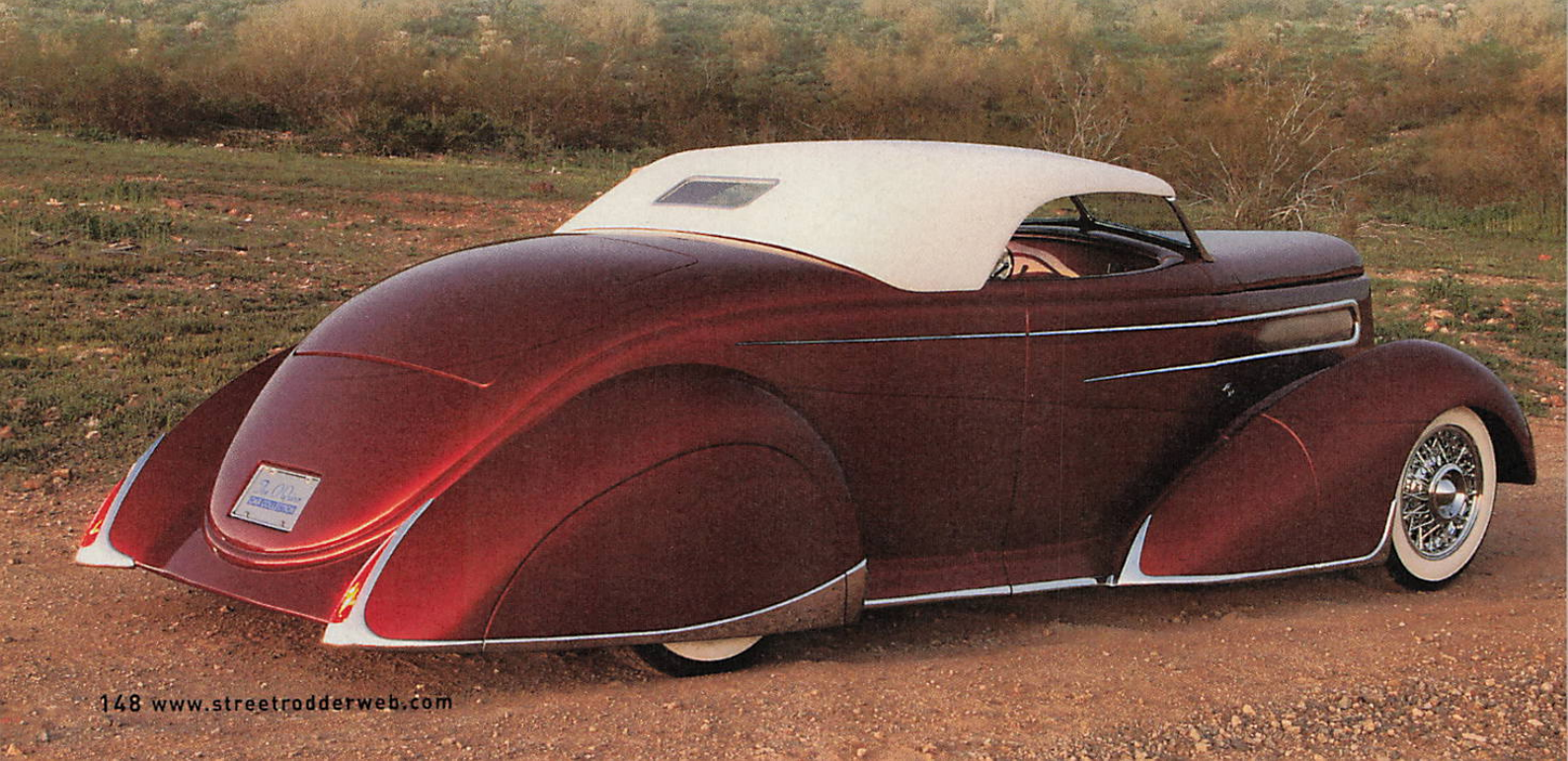
So, on Super Bowl Sunday, he jumped on a plane at LAX, flew to Baltimore, gave the taxi driver $100 to take him to a barn and keep the motor running, saw what he liked, counted out the money, and then jumped back in the cab for a ride to the airport and a flight home the same day. This was done all in time to start radiation the following morning.

By March, Rick had finished his treatments and jumped right into the production of John's '36, wanting to finish it by its projected debut in November at the SEMA Show in Vegas—only seven months away. The chassis was up first, which came from Total Cost Involved Engineering but was stretched in the right places by Rick. Air Ride Technologies airbags were also installed, and the body was mounted and then stripped of its paint.

Rick created the rear side skirts and the one-off Dore/Du Vall–type windshield for the car, and then shipped the car off to John Aiello in California for more custom bodywork. Aiello created the aluminum Carson-type chopped top for the ride, as well as the hood top and sides, while Flynn Millard made the trim pieces the old-fashioned way: bangin' brass strips over a tree stump. Flynn also created the pieces that give the car its '29 Duesenberg feel—the hood side spears and fender accents, the latter doubling as housings for the custom taillights.

The front fenders were stretched well beyond stock, which necessitated adding a portion of the fender onto the door for an even longer appearance. The rear pan was reshaped and lengthened, too, and the hood was made to fit the new Packard grille.

From Aiello's, the car travelled a short distance to Art Himsl's shop in Concord, California, for its new hue. Mixing up a batch of custom candy red PPG paint, Art expertly laid down several coats for a depth you can almost swim in.



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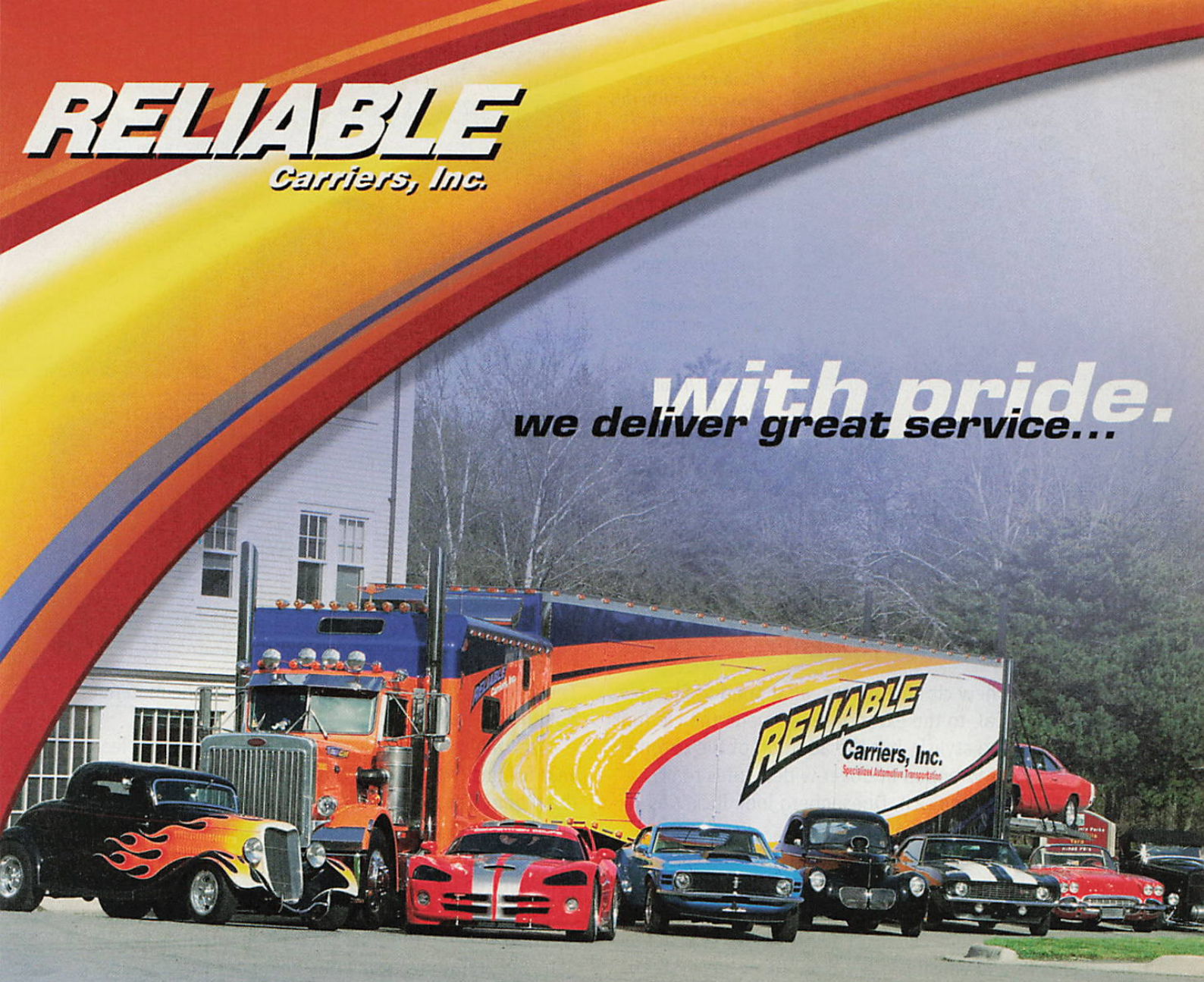

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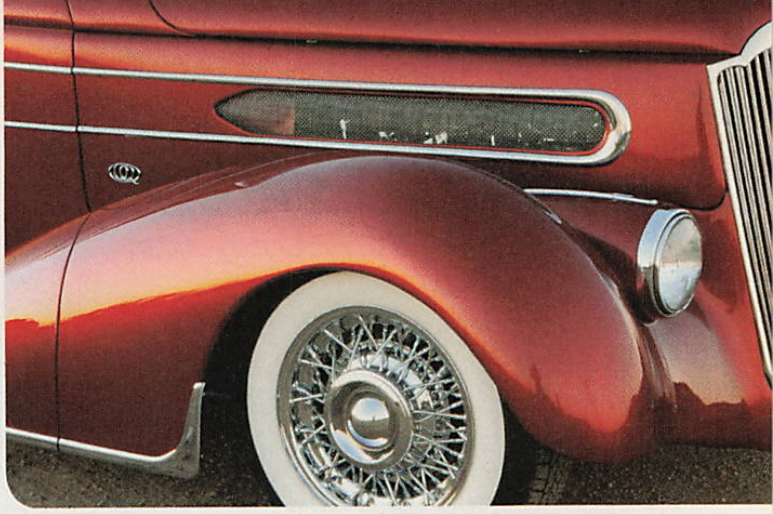
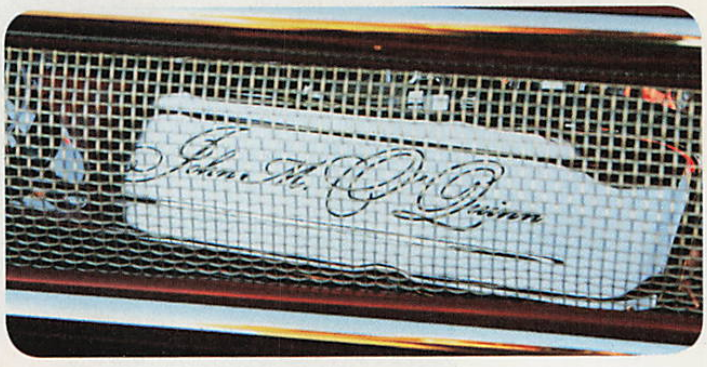
Much of the style associated with this car can be traced to the custom trim pieces Flynn Millard made for it. Though inspired by vintage Duesenbergs, artist Jimmy Smith presented stylist Rick Dore a rendering that is all its own: from its Packard grille to the stretched fenders. If you look through the stainless steel mesh used in the hood sides, you'll see owner John O'Quinn's name carved into the aluminum valve covers.





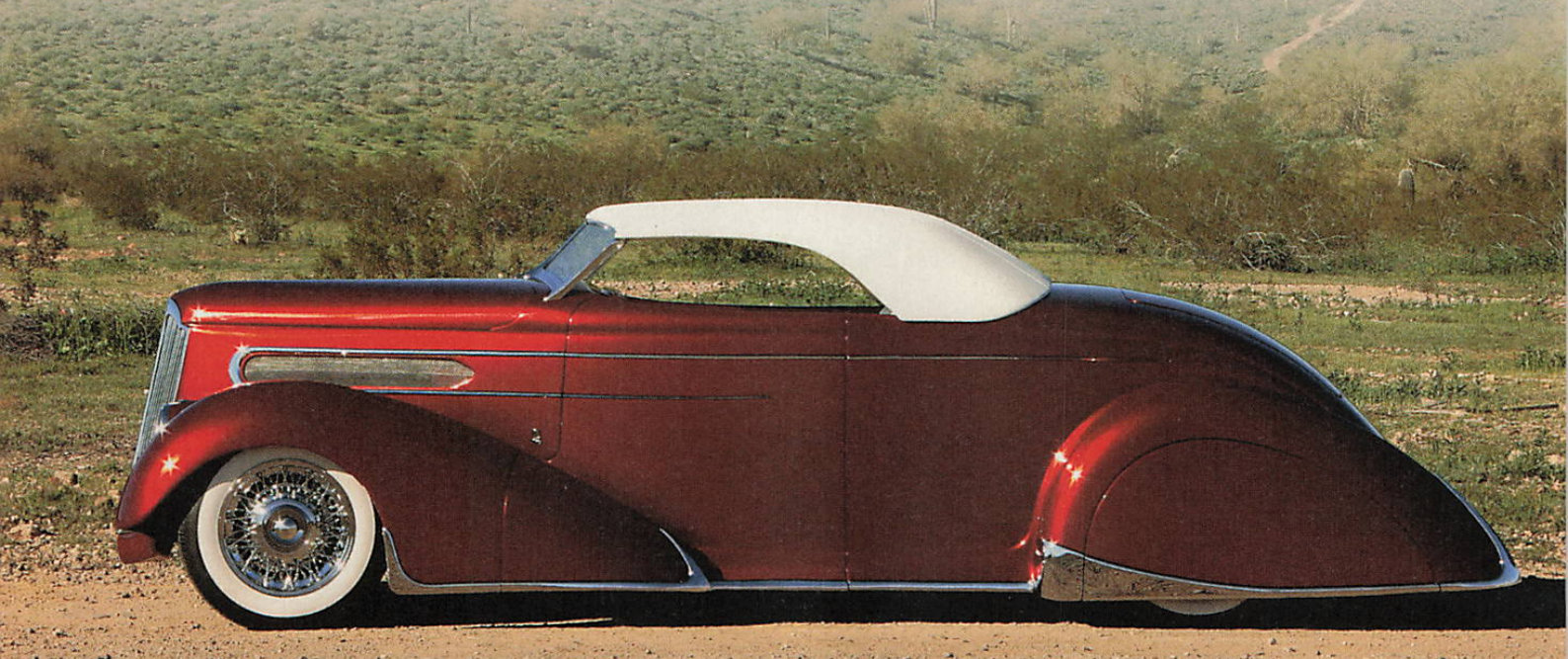
Adding the new chrome pieces, all dipped at Sherm's Plating in NorCal, to the exterior really made the car look both elegant and stylish, but the addition of the chrome Tru-Spoke wires wrapped in Coker wide whites really gave the old Ford the rich, Duesenberg look Rick was looking for.

Haywire was tapped to do the wiring for the custom, which included the twin Classic Instruments gauges—a 140-mph speedo and a four-in-one second gauge—as well as the rest of the car's electrical needs (there is no stereo or other bells and whistles other than the airbag system).

Contra Costa Vinyl, also based in Concord, used a pearl-white leather and black Mercedes-type carpet to cover the interior of the roadster. The stock '36 bench seat was refinished with a pleated dual horseshoe design, with the pleats running vertically onto the door panels. The Carson-type top was covered in the same material, both inside and out.

You might reasonably expect a build time of at least a year for this car, but Rick was able to pull it all together in the required seven months, as it made its debut at the '07 SEMA Show in grand style. Rick was asked to pull the car into the Ford booth on its first day there, where it sat and was admired by thousands all week long.

That's the reaction this car has received from most folks when they see it. Rick has since taken it to Rick Perry's San Francisco show at the beginning of this year and two weeks later to the Grand National Roadster Show in Pomona. It's not an over-the-top wild custom; it's a subtle exercise in style and grace. And, though he may have close to 1,000 cars at his disposal, John can be assured that there is only one car like this one. Case closed. SR



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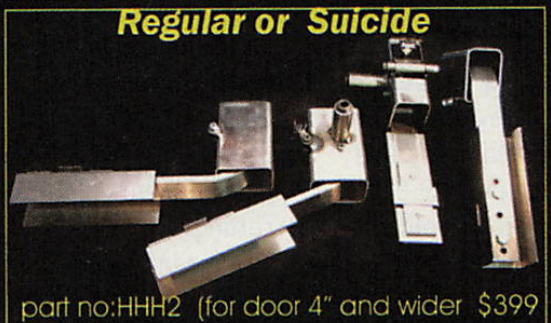

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BY JIM RIZZO | jim.rizzo2@sourceinterlink.com

Cut To Fit

Easy axles for that oddball rearend

Currie's new Cut-to-Fit Axle Kit was perfect for our situation, as we could get our hands on a pair right off the shelf from the company and cut them to fit our needs without the added hassle of cutting stock axles and then having to bring them back to have them re-splined. This meant we could measure, cut, and install, all in one afternoon.

Hot rods come in all shapes and sizes, which is cool, but one drawback of this situation is finding an appropriate rearend assembly of the correct (or close to it) width. For years, all that was required was a tape measure, a trip to the local boneyard, and an afternoon's worth of free time. These days, used 8- and 9-inch OEM Ford rearends—a staple of the hot rodding hobby—are like hens' teeth; and, when and if you find 'em, they're the skipped-over, iffy ones folks passed up back when they were plentiful. Plus, they're nearly as pricey as new units these days.

Thankfully for those of us who have or have access to an existing 8- or 9-inch Ford assembly—or a brand-new Currie housing like us—the folks over at Currie Enterprises/9-Plus have come up with a product that makes hot rod rearend fitment a simple and affordable task. The new 9-Plus Cut-to-Fit Axle Kit allows the home hobbyist the opportunity to fashion a rearend assembly that'll fit perfectly in almost any situation.

After recently doing a short intro article in the Nov. '07 *STREET RODDER* on these 9-Plus Axle Kits, the opportunity arose to use cut-to-fit (CTF) axles myself—actually, my wife, Candy, used them on her Total Performance track T project we introduced to you in the July '08 issue ("Hot Rod Girl: Part I," page 192).

Candy's Total Performance King T kit came through with a bare Currie 8-inch rearend housing as part of the chassis kit (complete assemblies are available as an option, though), and it was up to her to complete the assembly. The new Cut-to-Fit Axle Kit was perfect for this application, as we could get our hands on a pair right off the shelf from Currie and cut them to fit our needs without the added hassle of cutting stock axles and then having to get them re-splined. This meant we could measure, cut, and install, all in one afternoon—immediate satisfaction, just what we like.

Currie/9-Plus Cut-to-Fit Axle Kits provide the user with 28- or 31-spline axleshafts with 4 inches of spline length. As much as 3 inches of that spline length can be cut off, so you can end up with an axle length anywhere between 23 and 30 inches and still have adequate engagement into your third member (both 8- and 9-inch varieties). All CTF axles feature high-performance induction, heat-treated, forged alloy steel construction, and are ABCS (aftermarket brake configuration standard) compliant. Wheel bolt patterns

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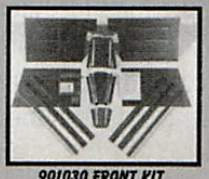

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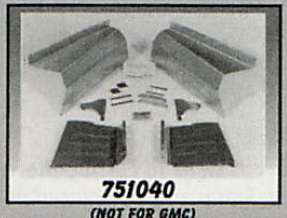

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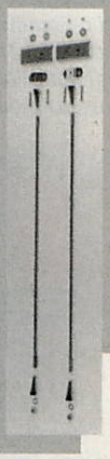

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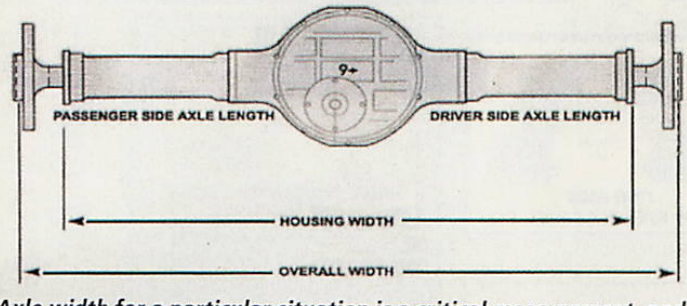
are dual drilled for 5-on-4-½-inch Ford and 5-on-4-¾-inch Chevy, and an access hole is factory drilled, too. All CTF axles come with a full installation package, which includes one set of five ½-20 Ford-style wheel studs, one set of five 7/16-20 Chevy-style wheel studs, one set of 20 tapered roller bearings with races, seals, and collars, and heavy-duty, late-model, large-bearing–style retainer plates. In most cases, it's everything you'll need; although, in our situation, we needed to purchase and install a third member and drum brake assemblies, as well. However, that worked out well, as Currie sells brand-new rear drum brake assemblies and gearsets. So, we also grabbed a pair of 10-inch drum brake kits and our new third member from Currie at the same time we picked up our CTF axles. Currie drum brake assemblies are available for 10x1-¾-, 10x2-, and 10x2-½-inch shoes. Backing plates are reconditioned and powdercoated, the balance of the brand-new parts is fully assembled onto the backing plates, and the new drums come with any wheel bolt pattern up to 5-on-5 and with the stud hole size you desire.

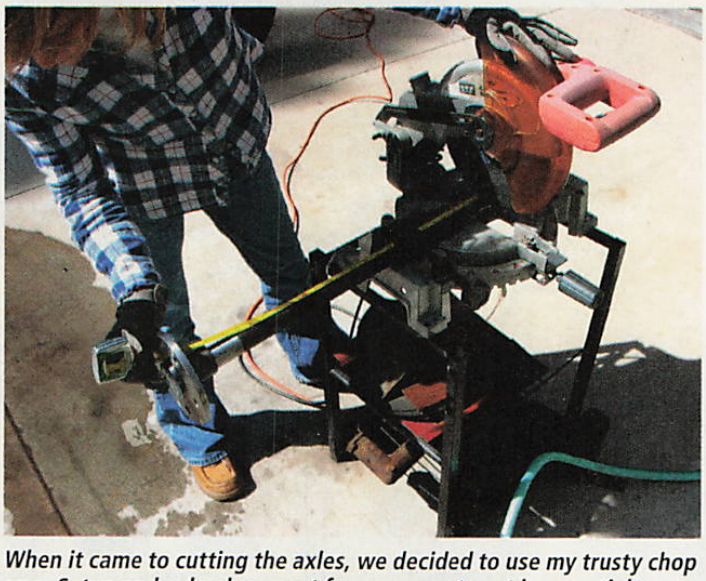
So, with everything we needed to outfit her housing, Candy got to work. I did give her a hand, though, but only by installing the third member, since it was nearly as heavy as she is. Take a look at just how easy it was for her to assemble a custom-width rearend assembly in an afternoon, and keep Currie/9-Plus in mind for your next project. SR



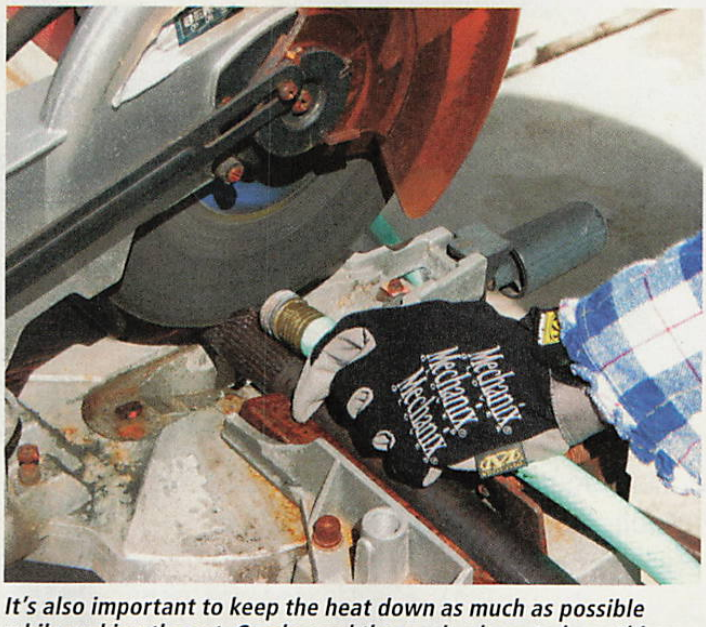
Axle width for a particular situation is a critical measurement, and I recommend consulting an expert—like those at Currie—before cutting. They'll walk you through the correct way to measure using similar illustrations and clear explanations, so you'll achieve your desired outcome.

Since Total Performance uses only the finest components in its T kits, the few items the company doesn't manufacture itself come from top-notch companies like Currie (for rearend assemblies and components) and, in the case of the King T bodies, Superior Glass Works. And, since Total uses Currie components, we were supplied with the correct measurements for our axles by both companies. All Candy had to do was measure 'em up and mark 'em for cutting. Notice she measured through the access hole in the axle flange, from the face of that flange to, in this case, 25 5/8 inches.

After I lifted her new Currie third member into place, Candy installed the washers and locknuts while I recuperated from the effort. This way, she'd be ready for axle installation as soon as they were cut and prepped.



When it came to cutting the axles, we decided to use my trusty chop saw. Setup and axle placement for an accurate cut is essential, so Candy measured and double-checked it a couple of times.



It's also important to keep the heat down as much as possible while making the cut. Candy used the garden hose to keep things cool while cutting—it worked well, and we were confident we hadn't compromised the hardened shafts.

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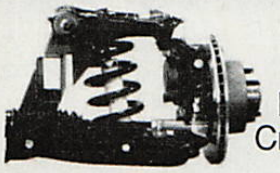

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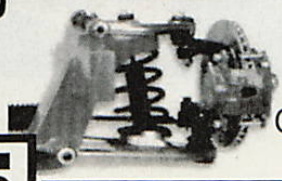

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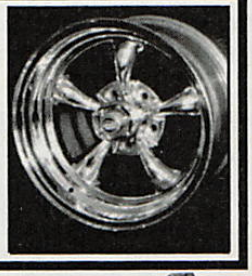

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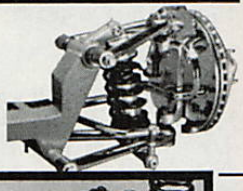

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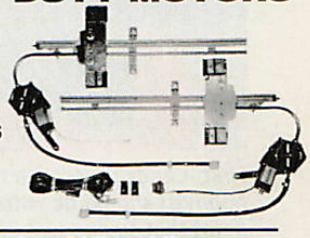

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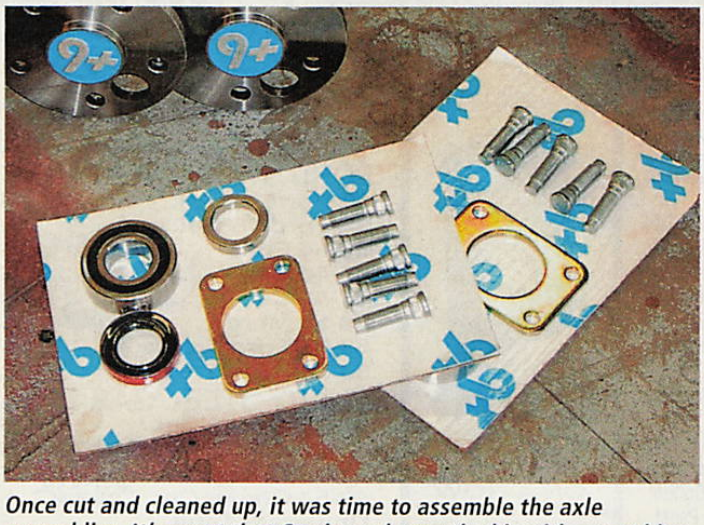
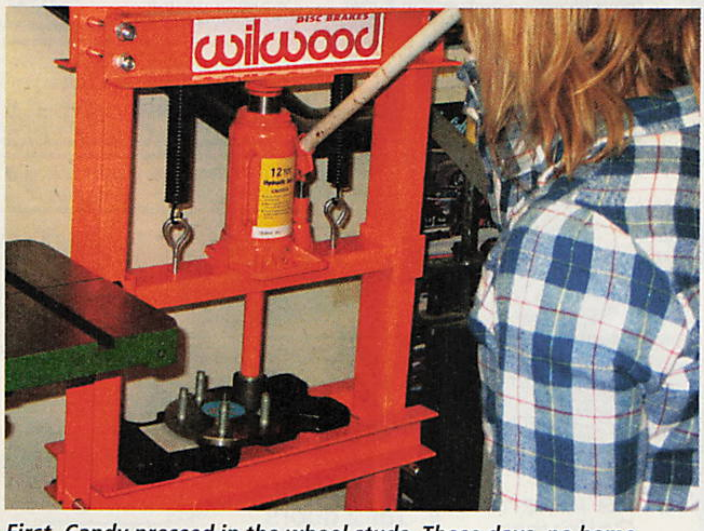
With both axles cut to appropriate length (in the case of the King T housing, 25 5/8 and 29 5/8 inches), she then used a small triangular file to slowly chamfer the ends and to clean up any burrs in the splines.



Once cut and cleaned up, it was time to assemble the axle assemblies. It's great that Currie packages the kit with everything needed for the task. Each axle kit comes complete with one set of five 1/2-20 Ford-style wheel studs, one set of five 7/16-20 Chevy-style wheel studs, one set of 20 tapered roller bearings with races, seals, and collars, and heavy-duty, late-model, large-bearing–style retainer plates.



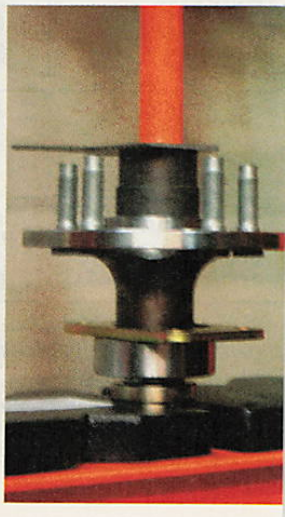
First, Candy pressed in the wheel studs. These days, no home hobbyist should be without a press; they're so inexpensive at this point that saving just one trip to the local shop will pay for it, and they come in really handy for a multitude of chores. We picked up ours for less than $120, and it has been worth way more than that in convenience and saved time alone.

Next came the retaining plates, bearings, and bearing retainers.

With the studs in place, the next step was to slide the retaining plates over the shafts—you definitely want to do this before you install the bearings.

The fresh bearing assemblies were next, and the press came into play, yet again. Go slow and easy with your setup and install, making sure the bearings go on nice and flush.

Bearing retainers were next. Again, going slow and easy in this process is key.



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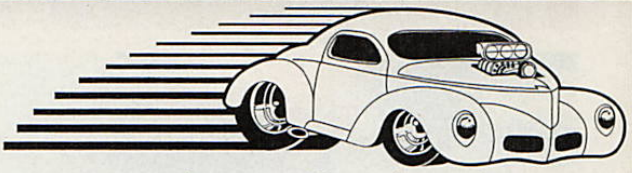

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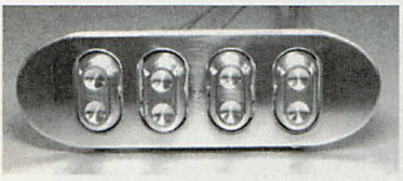
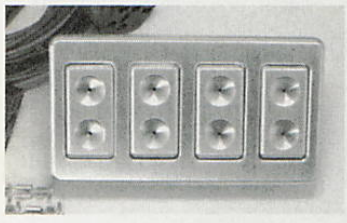
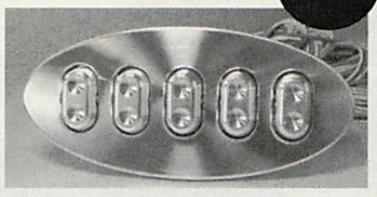
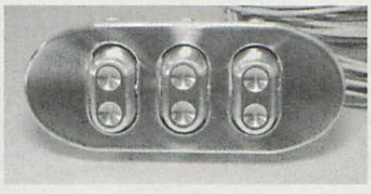




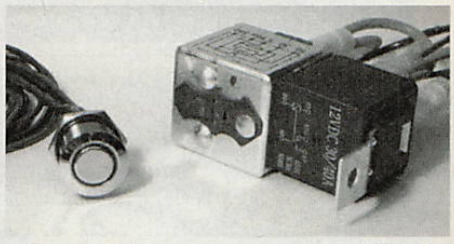
We offer distinctive choices for dressing up your dash or console and give you multiple switching options. Just let us know what you want to do and we'll set it up for you. Switches are rated at 5 amps max. so any necessary relays are sold separately.





The "Igniter" All-in-One Ignition / Start / Stop Switch

New



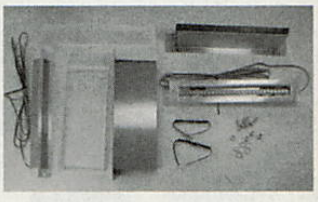
State-of-the-art, chrome, recessed 3/4" Diameter switch has a blue, red or green LED ring to indicate when the ignition is "On". Push and hold the button while the starter turns over and release when the engine starts. $130

LARGEST Selection of Interior Release Kits for Bear Claw Latches

12 Latch Release Styles

Scads of Different FlushMount LED Light Kits & Billet Pededstal 3rd Brake Lights

Taillights, parklights, backup lights, kits for curved and flat surfaces, large and small billet pedestal 3rd brake lights with & w/o T/S's, one-piece taillights and sequential kits, too!



Trik-Trim Billet Upholstery Plate

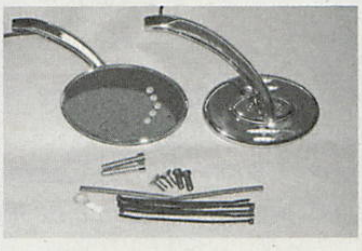
New

This new billet oval is 1-1/2" x 1-5/64" with a milled, raised edge. Attach to door or seat upholstery - anywhere you want to add an attractive accent. Milled finish is easy to polish.
$19 / Each

Frenched License Plate Kit w/ LED 3rd Brake Light

The best kit ever sold! 18 ga steel box is 3" deep and fits standard 12" x 6" plates. Two LED license plate lights included. $125

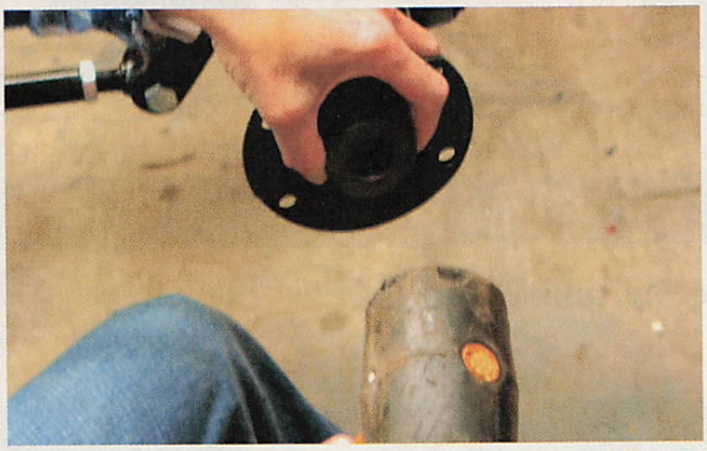
Oval Chrome Billet Mirrors w/ Front & Rear Facing LEDs



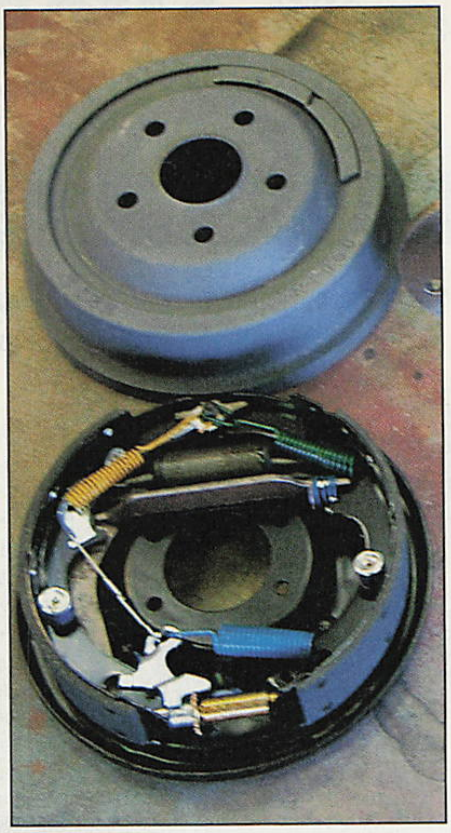
New

These classy mirrors have built-in LEDs like on new vehicles that help you to be noticed and be that much safer. The mirror is 3-1/4" x 5-1/4". Five rear facing red Leds for turn signals and 10 amber forward facing LEDs for park and turn signals. $399 / Pair

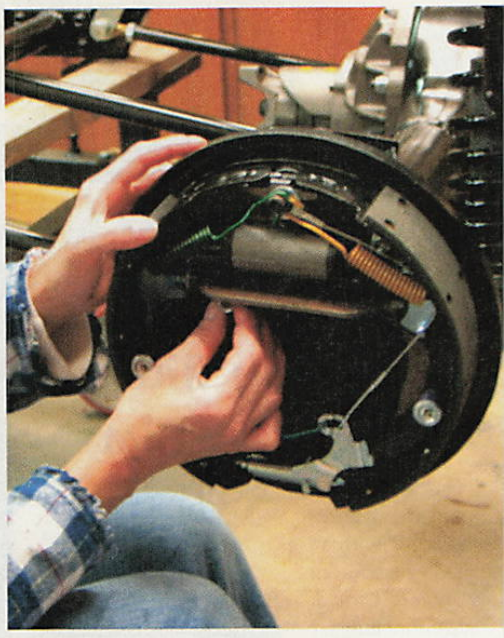
A DYNAMITE Seleciton of BILLET POWER WINDOW SWITCH Kits from The Originators!



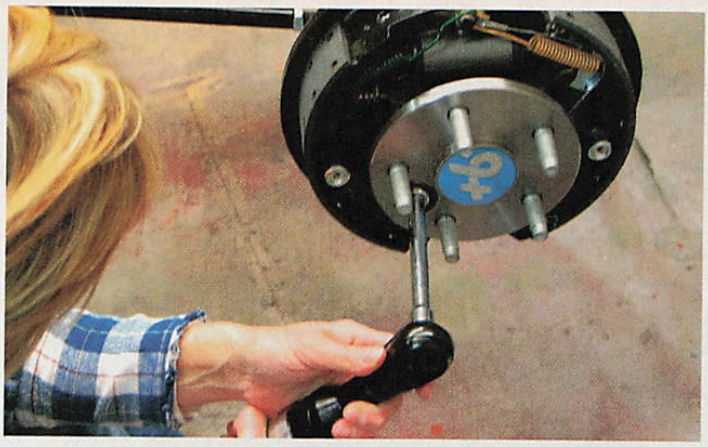
With the axle assemblies completed, the next step was the installation of the new seals. As always, take your time and make sure they're fully seated and not damaged in the process.



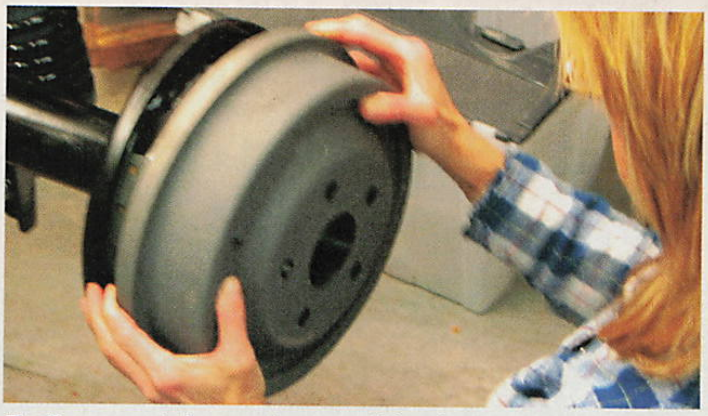
After the seals were installed, Candy grabbed her brand-new drum brake assemblies and lifted them into place.



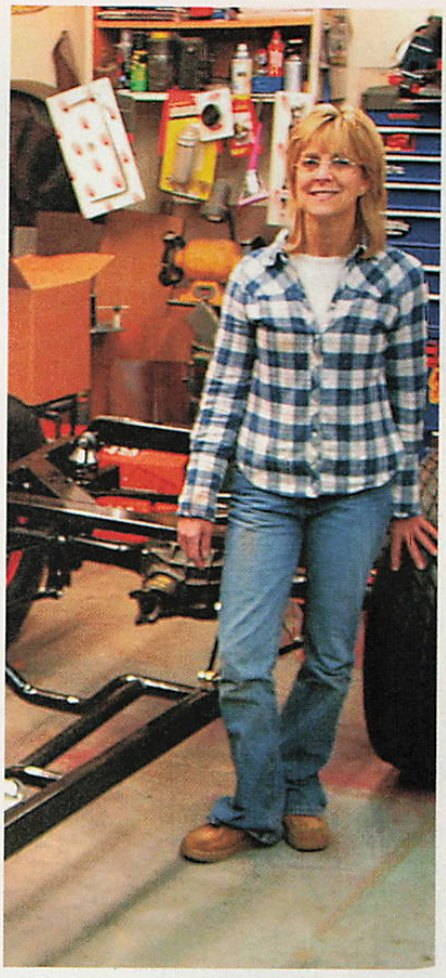
She installed one T-bolt to keep the assembly from falling onto the floor and then used a bit of gear lube to pre-lubricate the axle seal to minimize any damage to them while she slid in the axles. It's important to support the axles as they're slid into the housing, so not all their weight is riding on the seals as they go in.



The balance of the retaining bolts and nuts was installed once the axles were in and fully seated in the third member. The access holes drilled in the axle flanges made this an easy task.



Finally, on went the new drums, and the chore was complete.



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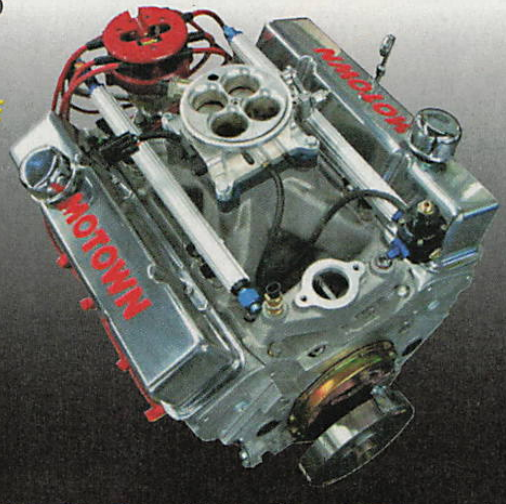

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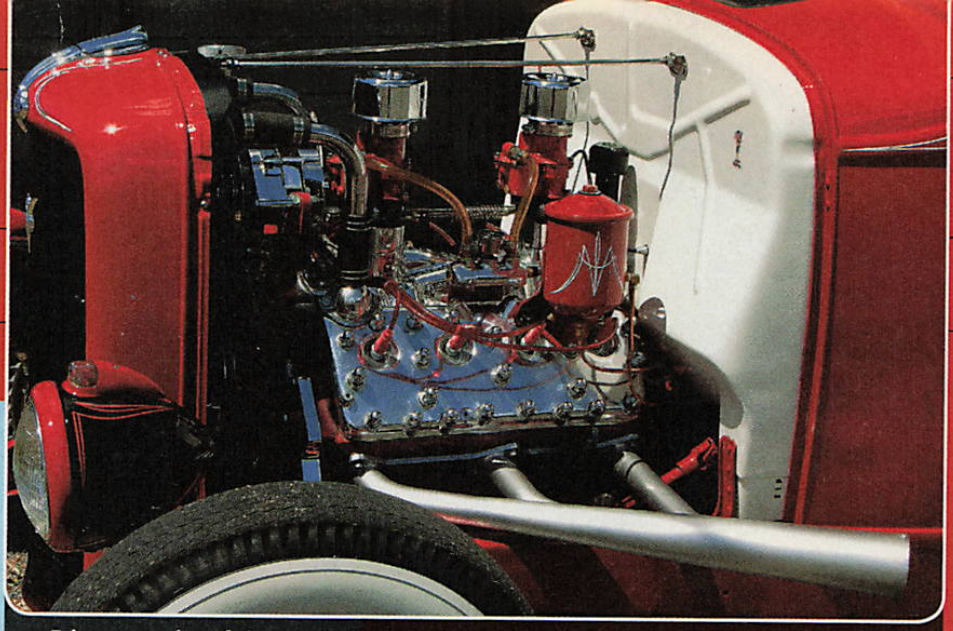
First Time's a Charm

Eric Hill's homebuilt hauler

BY JIM RIZZO

After reading my ramblings for the last dozen years or so, it's more than likely you've figured out that my taste gravitates toward traditional-style homebuilt hot rods. Luckily for me, you folks out there keep a smile on my face by continuing to construct lots of cool cars and trucks for me to admire and share with like-minded hobbyists through these pages each month.

The subject of my attention this time around is this neat '34 Ford pickup I spied at last season's Right Coast Association show in Syracuse, New York. And, though it has taken me a while to get around to sittin' down and sharing it, I really think you'll enjoy checking it out as much as I did.



Eric spent a lot of time and effort on his traditional powerplant. It took three blocks to come up with a solid foundation—a '51 239 he bored 0.125 over and fit with a '51 Merc 4-inch-stroke crank, Ross pistons, an Isky cam, valves, and springs. The rare (at least for us down here in the good old U.S. of A.) aluminum Canadian cylinder heads help pump compression up to 10.5:1 for a powerful but high-test slurping flathead. Eric also fabricated adapters, allowing him to utilize a Chevy 409 water pump in place of the dual Ford units with which it was originally equipped. He then backed it with an old Ford top-loader four-speed.

The truck was built by a fella named Eric Hill up in Canada, and a couple of the things I like about it most are the facts that it was built in Eric's home garage and it was his very first whack at building a hot rod—two details that never cease to impress me. Though Eric has always been a car guy, it took a reintroduction of an old high school pal to turn him on to pre-'48 iron. Eric's friend, Neil Candy, moved back to town and took him for a ride in his blown five-window, as well as to a few local hot rod gatherings and the Goodguys show at Indy, and that was all it took to plant the seed. Next thing Eric knew, he and Neil were spending their spare time tin-huntin'.

After a false start or two, Eric ran across the '34, and the saga began in earnest. During his initiation into early rods, Eric discovered his taste tended to lean toward the traditional ('atta boy, Eric), so naturally that's the track he took. Eric was exposed to a bunch of like-minded compatriots, many of whom not only lent assistance but became friends, as well. Well, to make a long story short, two and a half years of wrenchin', searchin, and wheelin' and dealin' culminated in a cool hot rod truck I can honestly say is one of my all-time favorite pickups, and one I think you'll enjoy checking out as much as I did. So, without further ado, let me quit my gabbin' and let you check out the pics—I'm sure you'll enjoy! SR

The pickup's interior carries on the traditional theme by keeping on the Spartan side. No frills, just a good-lookin' narrowed '36 Ford dash and some nice VDO gauges. The swan-neck shift lever was found in a local boneyard and grafted to a Jeep CJ shift tower Eric installed on the top-loader, which works well moving it forward and away from the front seat base.

FACTS & FIGURES

Eric Hill
Sydenham, Ontario, Canada
1934 Ford pickup

CHASSIS

Frame / Manufacturer	modified stock / '34 Ford
Wheelbase	109"
Modifications	boxed, modified X-member
Chassis plumbing	steel
Rearend / Ratio	'59 Ford 9" / 3.00:1
Rear suspension	parallel leaf
Rear brakes	drum
Front suspension	4"-dropped axle, split '33 wishbones, reversed-eye spring & '48 Ford spindles
Front brakes	'48 Ford, Buick drums
Master cylinder	Mustang
Steering box	Vega
Front wheel make, size	Wheel Vintiques (Fresno, CA) Gennie, 15x4
Rear wheel make, size	Wheel Vintiques Gennie, 15x6
Front tire make, size	Firestone, 5.60-15
Rear tire make, size	Firestone, 8.20-15
Gas tank	modified stock

ENGINE

Make	'51 Ford block
Displacement	286 ci
Crankshaft	'51 Merc
Rods	Merc
Pistons	Ross
Camshaft	Isky
Water pumps	Ford
Cooling fan	16" electric
Radiator	Walker Radiator Works (Memphis, TN) Cobra
Heads	aluminum, Canadian Ford
Valves / Springs	Isky
Manifold / Induction	Edelbrock (Torrance, CA) / (2) 94s
Ignition	MSD Ignition (El Paso, TX)
Headers	homebuilt
Exhaust / Mufflers	headers / homebuilt baffles
Other engine facts	modified oiling system (oil filter return to rear main) & hardened valve seats

TRANSMISSION

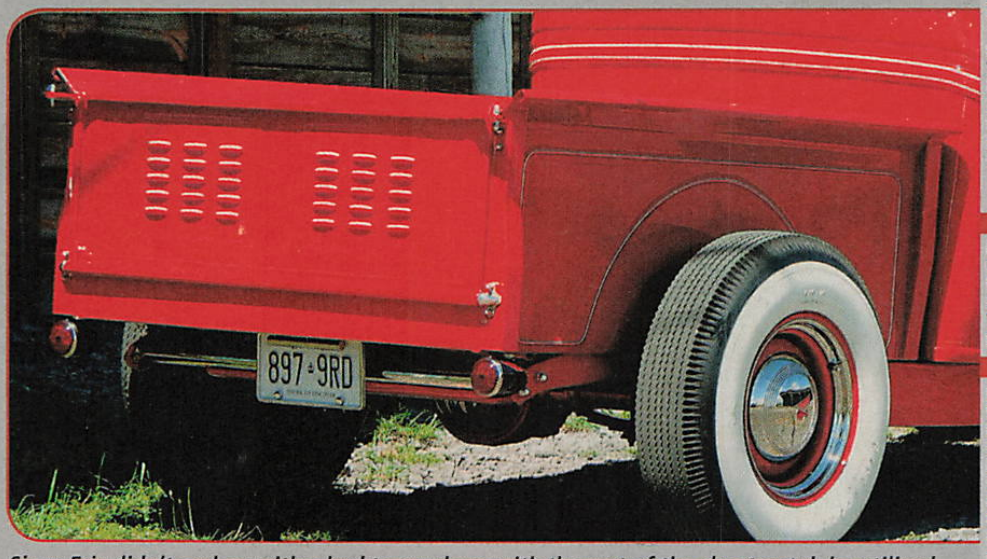
Make	'64 Ford Top-Loader
Clutch disc	Mustang
Pressure plate	Mustang
Shifter	Jeep CJ, '37 Ford lever
Trans mods	Jeep shifter tower
Driveshaft	custom

BODY

Body style / Material	pickup / steel
Body manufacturer	Ford
Body mods	shortened bed & louvered tailgate
Hood	nope
Grille shell	'34 Ford commercial
Bodywork	by owner & Kevin Howes
Paint type / Color	DuPont / Red
Painter	Kevin Howes
Pinstriping	Rollie Guertin
Headlights / Taillights	Guide 682C / '37 Ford

INTERIOR

Dashboard	narrowed '36 Ford
Gauges	VDO Classic
Air conditioning	cowl vent
Wiring	by owner
Steering wheel	Moon
Steering column	Speedway Motors (Lincoln, NE)
Seat	owner-fabricated
Upholsterer	JR Custom



Since Eric didn't end up with a bed to go along with the rest of the sheetmetal, he utilized a pair of aftermarket bed sides and a tailgate, and then fabricated the rest of the box and supports to complete the job. He also had 30 louvers punched in the gate.

A great color choice, nice rake, and a quartet of bias-ply wide whites make Eric's first-time project an impressive accomplishment he should be proud of. And, as is the case of all of us in the same situation, Eric credits his family for their support and patience, and all his friends for their help, as well.

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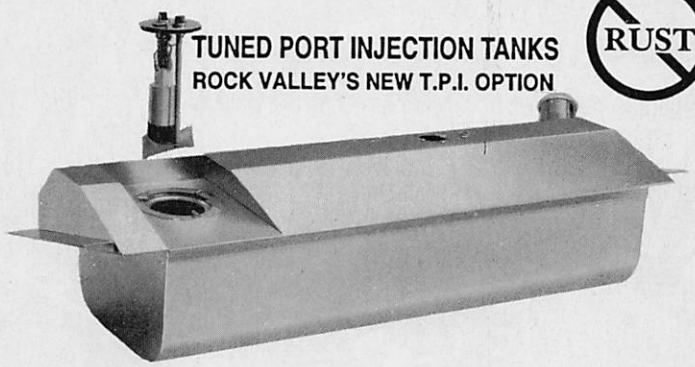
- CHEVROLET 31-57
- MERCURY 42-51
- PLYMOUTH 33-34
- LINCOLN..... 46-48
- CORVETTE..... 53-67

- STREET RODS
- CUSTOM CARS
- CLASSICS
- ANTIQUES



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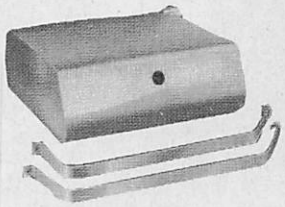
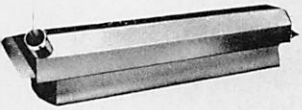
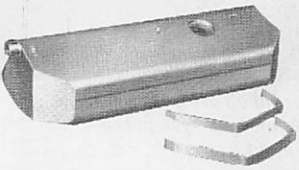




STAINLESS STEEL GAS TANKS
FOR 1953-67 CORVETTE



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DESOTO	PICKUPS
DODGE	PANEL TRUCKS
DURANT	REO
FIAT	ROLLS ROYCE
GRAHAM	ROAMER
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HUDSON	SUBURBANS
JEEP - JAGUAR	SALT FLAT CARS
JORDON	STUDEBAKER
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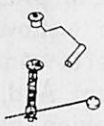
G. EARLY FORD NECKS

SENDERS



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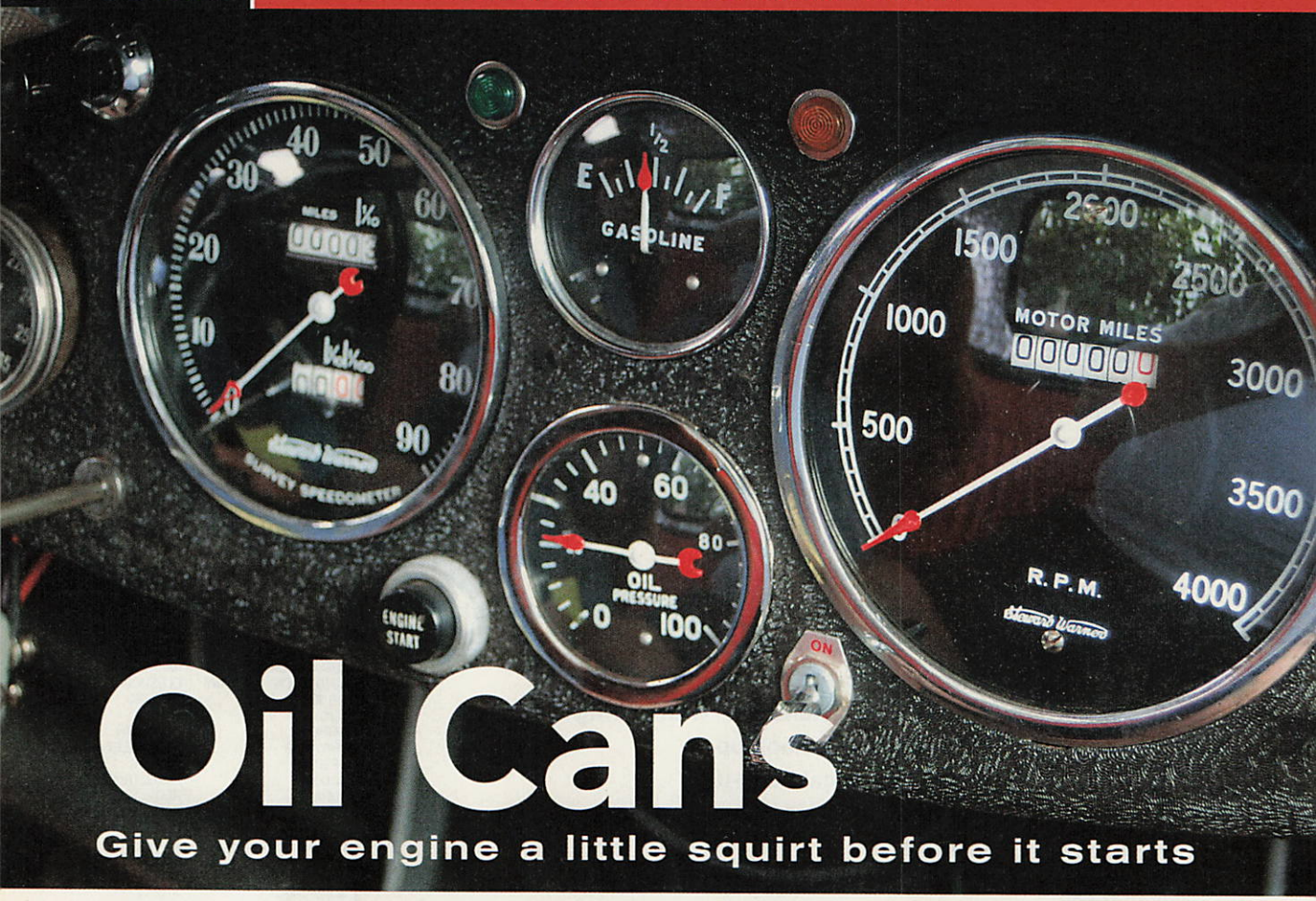
BY RON CERIDONO | ron.ceridono@sourceinterlink.com



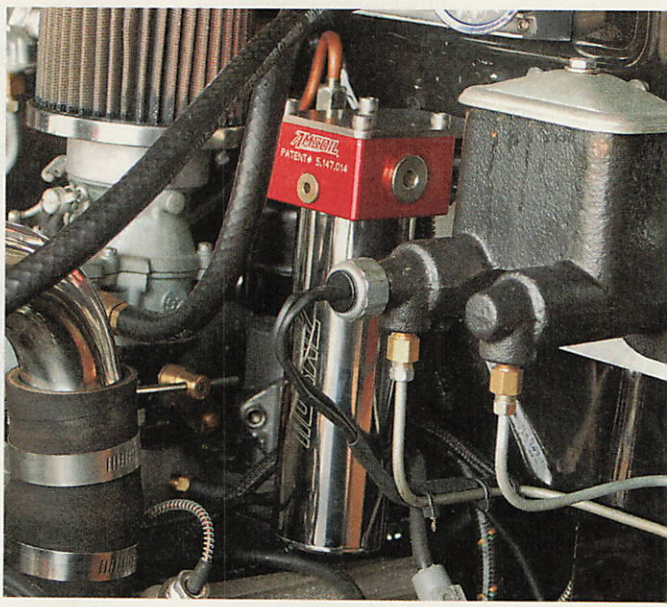
Oil Cans

Give your engine a little squirt before it starts

It has long been said that a substantial portion of engine wear occurs at start-up due to a lack of initial lubrication. Much of the oil simply drains out of critical areas, and it's not replaced until the engine spins and the oil pump can build up pressure to replace what was lost. If you've ever noticed how long it takes for the oil pressure warning light to go out, or the gauge to show signs of life, that's how long those parts went without being bathed in fresh lubricant. And, if the oil drains off of the parts in an engine that is fired up and used every day, imagine what's happening inside a street rod's engine that may not be used as often.

The truth is there are other things that create lubrication problems when an engine first starts—oil viscosity is one. While some say heavier oil doesn't drain away as readily, it also takes longer to initially pump through the engine—thinner oil will often build pressure faster than thicker oil. Another factor is the acids that are byproducts of combustion that condense and accumulate inside the engine; they can corrode and etch away even the hardest surfaces. Of course, there are solutions for most problems, and there are a number of things that can be done to help protect an engine at start-up. Using quality oil and

There's something comforting about seeing oil pressure on the gauge, even before the engine starts. A pre-lube system is a simple addition that provides peace of mind.



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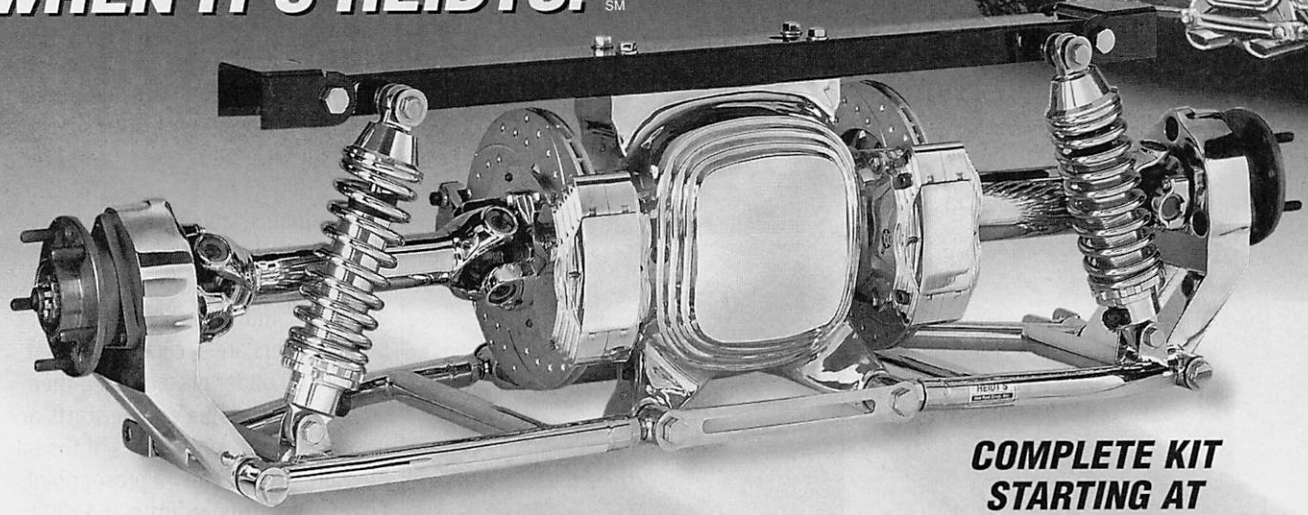

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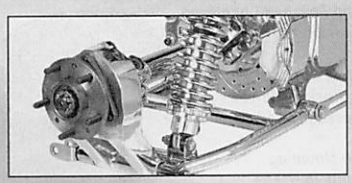

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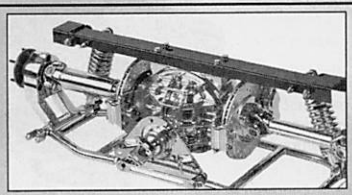

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Polished Billet Dual Coil-Overs	$500
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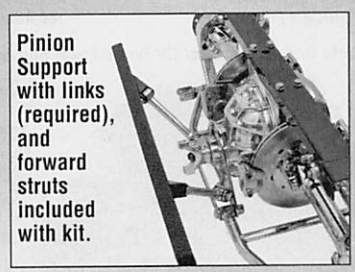

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changing it regularly has obvious benefits. And, while most new-car owners' manuals advise against long warm-up periods, letting an engine idle for 15 or 20 seconds before putting it under a load will help ensure that everything is washed down with oil and lubricated. But, one of the best ways to protect an engine at start-up is to use a pre-lube system that builds up oil pressure before the starter begins to spin.

Pre-lube systems have been around for quite a while and range from simple to elaborate. Some use an electric motor and an auxiliary pump; others are accumulators that capture oil under pressure and then release it before the engine starts or, in some racing applications, if the oil pressure drops below a preset point. Prices range from as little as $200 to as much as $500.

Recently, AMSOIL introduced a pair of pre-lubers called AMS-Oilers. The Model AMK-01 is designed to be mounted directly to AMSOIL Dual Remote Filtration System models—BMK13, BMK15, BMK16, and BMK17—as well as the AMSOIL Marine Dual Remote Filtration System, BMK18. The AMK-01 kit includes all the necessary fittings and hardware for installation while utilizing the existing hoses of the dual-remote filtration system.

The AMK-02 is a standalone unit that can be adapted to virtually any engine, and we chose to install it on our Flathead Ford. The AMS-Oiler is charged under pressure directly from the oil pump output during normal engine operation; when the ignition is shut off, a valve on the reservoir closes and holds the oil under pressure. The next time the ignition switch is turned to the on position, the valve opens and the engine's oil system is primed. In the case of our Flathead, the oil pressure gauge reads 25 psi in about two seconds, which is about the time it takes to flip on the ignition switch and hit the starter button. Included in the kit is an audible 95dB signal that

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sounds for two seconds as the 12-volt DC valve opens and the engine's oil system is being pressurized. The signal stops when the oil delivery process is complete, indicating the engine is ready to start; we elected not to use the optional signal.

Another style of pre-oiler is Canton Racing Products' Accusump, which has a cylindrical housing a piston with pressurized air on one side and oil on the other. There are three different valve options for the Accusump—a manual valve for pre-oiling and surge control, an electric valve for pre-oiling operation, and the EPC (electric pressure control) valve for pre-oiling and surge control. With the manual- and electric-style valves, pressurized oil is delivered to the engine when the driver opens the valve or flips a switch before the engine is started. The surge-control option is a unique feature of the Accusump that allows it to fill with oil and automatically discharge when necessary to maintain oil pressure during hard cornering, acceleration, and braking—a feature that makes it popular with road racers.

Revolution Marine's pre-lube system is simple and affordable. It uses a reservoir connected to the engine oil gallery with ⅜-inch hydraulic hose where the pressure-sending unit enters the block. The valve is open when the engine is running, and oil is forced into the tank until the pressure in the reservoir equals the engine's oil pressure. The valve closes when the key is turned off, storing pressurized oil until the engine is started again.

After we installed the AMS-Oiler in our Model A, the longest its been parked without starting was two weeks; however, the oil pressure jumped to 25 psi as soon as the ignition was flipped on, which is the pressure it was holding at idle when we last shut it down.

Given their simplicity, ease of installation, and affordability, a pre-lube system is one of the best accessories you can add to a street rod. It may not add much in the way of style or flash, but a little squirt can't hurt. SR

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Although the AMS-Oiler only holds 5.4 ounces of oil, that's plenty to pressurize the engine's lubrication system, even after an oil and filter change. (Photo courtesy of AMSOIL)

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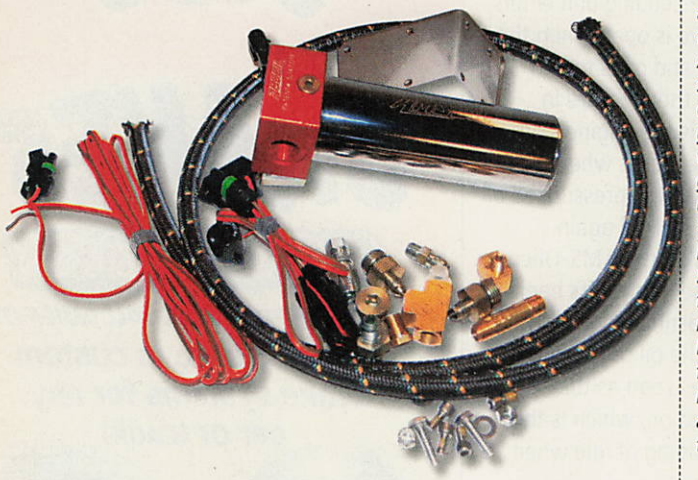
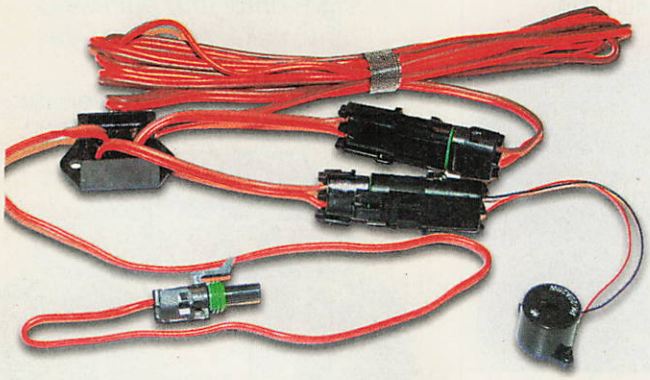
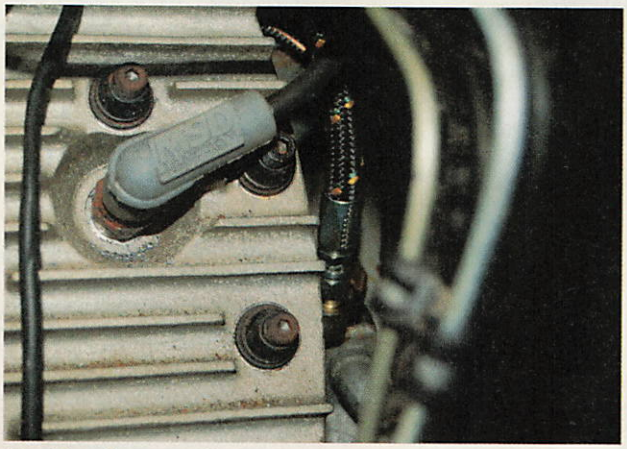


AMSOIL's kit came with everything necessary for installation—fittings, hose, and fasteners—plus clear, concise instructions. It can be installed and operated at any angle.

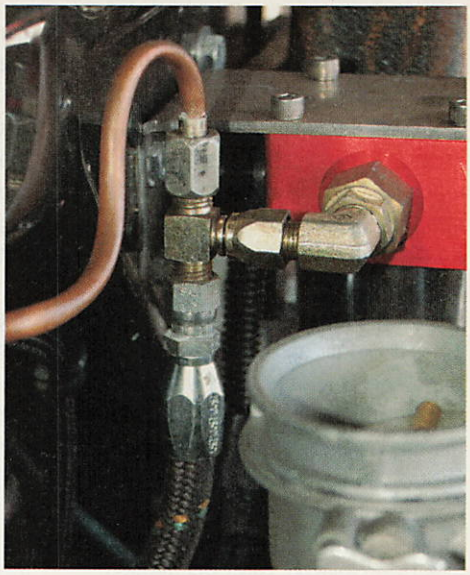


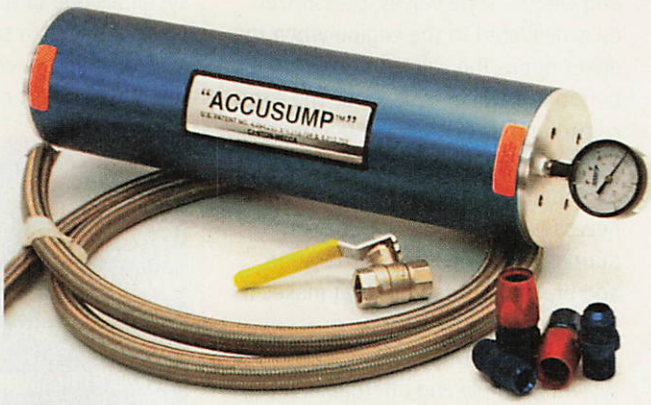
Wiring is simple enough—connect one wire to the ignition switch and the rest is plug and play. Connectors are weatherproof, and an optional buzzer provides a quick reminder to the driver that the engine is being pressurized.



Plumbing the AMS-Oiler is simply a matter of T-ing into the engine's oil pressure line. In our case, the braided line connects to the oil pressure port in the block and delivers oil to and from the accumulator.

We installed a T-fitting in the line at the AMS-Oiler to supply the oil pressure gauge. Our vintage gauge uses an unusually large ¼-inch supply line with an SAE 45-degree fitting, so we made a copper line with a flare at the instrument end and an AN at the other.





Another style of engine pre-luber is the Accusump, available from Canton Racing Products. The Accusump uses pressurized air to deliver oil to the engine. (Photo courtesy of Canton Racing Products)

Revolution Marine offers an engine pre-luber, and, as you might expect by the company's name, its units are often found on boats but are just as at home on street rods. An electric valve closes when the engine is shut off, trapping oil under pressure. The oil is released the next time the ignition is turned on. (Photo courtesy of Revolution Marine)

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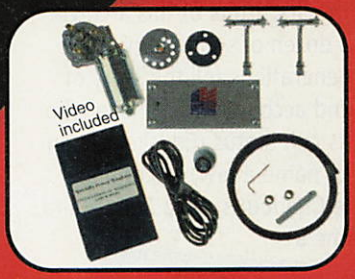

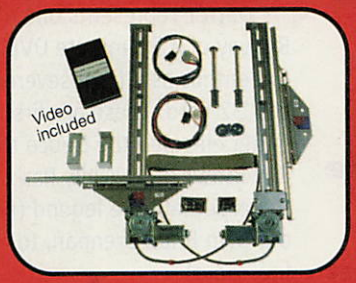

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Eight videos to make an election year almost bearable

BY CHRIS SHELTON

Maybe you've noticed, but 2008 is somewhat special simply for the fact that it's an election year. If you're a political action committee, a marketer, or just a political junkie, you're delighted. If you're not, you're ready to whip out the snub-nose and sink one of Federal's finest full-jackets into the television.

While Elvis made it look cool to shoot TVs and wear sequined pants-suits, there's a word to describe any of the rest of us who do either: crazy. Besides, LCD and plasma technology has eliminated the dramatic flourish that a conventional television tube generates as it—to flog an Elvis metaphor—leaves the building. Instead, put your television to more constructive use: Watch a movie.

Since the DVD format seems to have made a Capra out of anybody with a camcorder, there are lots of videos out there. While the majority of them range from tedious to agonizing, there are a few worth watching. To save you the financial and emotional pain of finding out for yourself which ones are, we screened a bunch of the automotive-related releases and whittled down the list to eight.

Despite the relatively sophomoric genre (these are films about silly ol' cars, after all), the majority of these films are quite, well … educational. Three are outright documentaries. Four of them are snapshots of pop-cultural movements within our industry/hobby. In one way or another, five of these films tell historically significant stories.

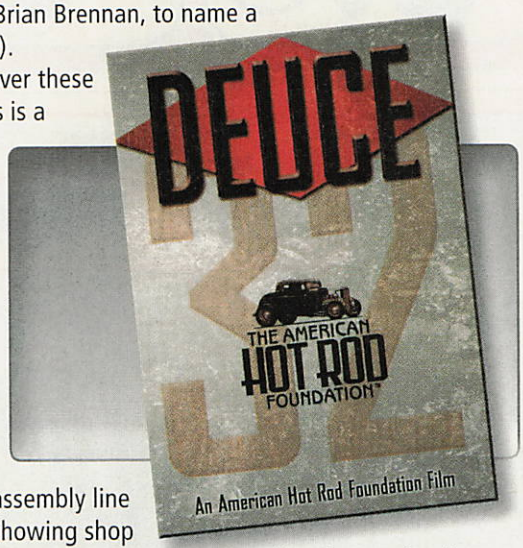
What it's called: *DEUCE, An American Hot Rod Foundation Film*

Who done it: Anna Lee, director; interviews by Henry Astor

What it's about: *DEUCE* outlines the significance and virtues of the '32 Ford in the words of several dozen industry personalities, pioneers, and one coattail rider (this author). Predominately in interview format, it includes priceless photos and film footage from the American Hot Rod Foundation archives.

Notes: Oh, we've been waiting for something like *this*. Five years back, historians and hot rod enthusiasts Carol and Steve Memishian hatched a plan to archive the hot rod movement. The American Hot Rod Foundation entity that the Memishian family founded represents what we know as the first comprehensive multimedia endeavor dedicated specifically to chronicle the contributions of hot rod pioneers. By virtue of documentary film director Henry Astor, the foundation now boasts thousands of hours of archive-quality interviews based on several hundred interviews.

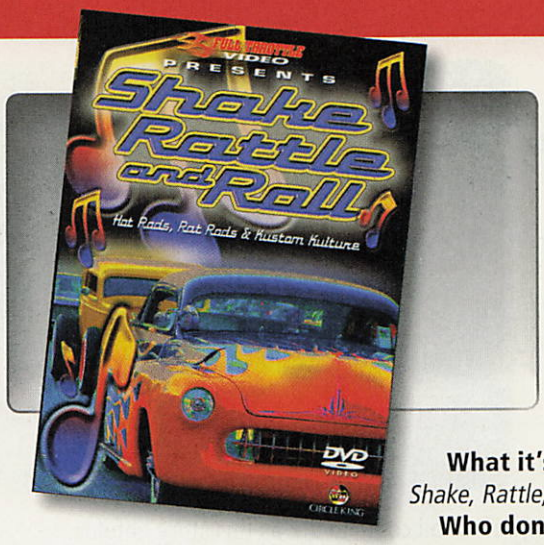
DEUCE represents one of the first fruits of this archive. By way of a 50-minute DVD, a dozen or so influential hot rod enthusiasts from several generations tell the story of the '32 Ford. These are firsthand accounts from those who either elevated the Deuce to its cult status (Ed Iskenderian, Ray Brown, and Wally Parks, to name a few) or continue to perpetuate the legend (Pete Chapouris, Chip Foose, and our own Brian Brennan, to name a few more).



Laid over these narratives is a stream of film clips that'll simply knock your socks off. Ford's own archival assembly line footage showing shop rats stamping virgin body panels will make you drool; amateur movies shot at the lakes and seminal dragstrips will flat-out make you ache for a time machine.

Without a doubt, the American Hot Rod Foundation has so far embarked upon the most intense and professional projects to chronicle the hot rod movement. By its own admission, the program is decades overdue; however, in this brief period it has created a priceless tome. Expect to see more from this foundation, but act fast if you expect to get one of these DVDs before they're gone.

Where to buy it:
American Hot Rod Foundation
(203) 625-4774
www.ahrf.com



What it's called: *Shake, Rattle, and Roll*
Who done it: Full Throttle Video (Circle King Networks)

What it's about: *Shake, Rattle, and Roll* lets us ride shotgun as its makers hang out with car clubs, attend low-brow art exhibitions, and walk the lanes at car shows. Also included are shop tours and a behind-the-scenes look at a pinup photo shoot.

Notes: It's 2007. Do you know where your kids are? If you subscribe to the notion presented by *Shake, Rattle, and Roll,* they're in a garage, Pabst Blue Ribbon in one hand, a torch in the other, and they're eyeballing an old sedan, one not unlike the Plymouth your uncle drove when you were a kid. And, they have bad intentions. ...

Hot rods, rat rods, call 'em what you like, but *Shake* is a 50-odd-minute film about the highly modified and controversial cars and the subculture that builds 'em. The video starts in South Central L.A. at the Gonners car club meet, where Carlos Tabares shows how spirit and cunning prevail over shiny paint and hard cash. From there, it's over to Victory Studios' "Hate the Living," a Frankenstein-themed exhibit populated with Dan Collins', Sid Stankovitz's, and Keith Weesner's works.

While *Shake* spends the majority of its 54 minutes along the Southern California coastline, it toggles back and forth to Viva Las Vegas footage. Viva footage has to be the most entertaining due entirely to Camp Guido's fabled Applesauce Wrestling.

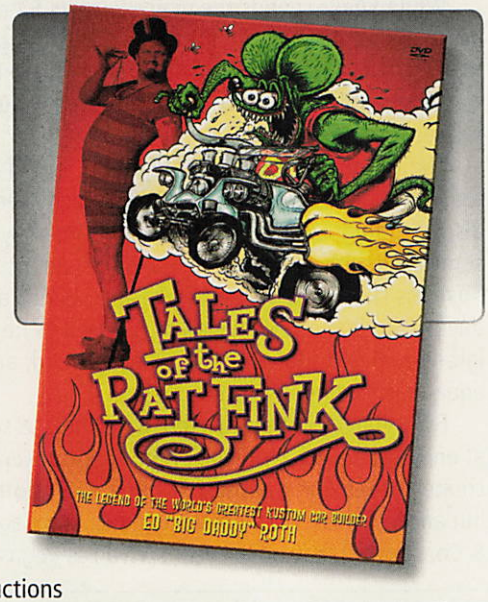
The video itself is surprisingly short, and if not for the half dozen bonus tracks, might actually seem a little disappointing. Luckily, *Shake* redeems itself by spending some time with Alex Gambino and his upstart Gambino Kustoms shop in San Jose. *Shake* also spends at least two days in Sun Valley following Ian Roussell as he grafts a late-model GM subframe to a shoebox Ford, an exercise in equal parts labor and luck.

For a change of pace, we get a behind-the-scenes look at one of Dan Gilday's pinup photo shoots, events that create images that transport us to not just another place, but another time. The final bonus track, a collage of Mitzi & Co. photos taken at last year's Viva Las Vegas, feature

oversaturated images of highly painted pinup models.

All in all, *Shake, Rattle, and Roll* showcases a generation's desire to transport itself to another time. And, if it takes a case of Milwaukee moonshine and a heat wrench to get there? Well that's all the better.

Where to find it:
Circle King Networks Inc.
(949) 916-7880
www.fullthrottlevideo.com



What it's called: *Tales of the Rat Fink*

Who done it: Directed by Ron Mann; produced by Sphinx Productions

What it's about: Ed "Big Daddy" Roth's colorful life, narrated by celebrities, and set to animation, including anthropomorphized (that's giving inanimate objects human-like qualities, in case you're wondering) cars.

Notes: There's probably no better measure of your influence than having celebrities narrate your life. *Tales of the Rat Fink* is just that: a synopsis of Ed "Big Daddy" Roth's influence on American culture, as told by equally influential people.

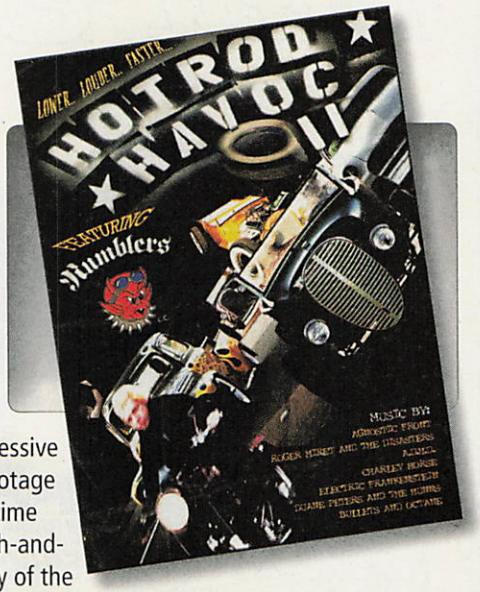
Directed by the eclectic, creative, and champion of under-appreciated pop culture, Ron Mann, *Tales* is nothing you'd expect. These celebrities aren't your standard fare, either; they're the likes of *Simpsons* creator Matt Groening, *Tonight Show* host Jay Leno, artist and former Roth employee Robert Williams, writer Tom Wolfe, comedians Tom and Dick Smothers, actress and siren Ann Margret, and Beach Boys brainchild Brian Wilson. This isn't a series of interviews, either; they're enthusiastic yarns delivered by hot rods and customs, real cars whose headlights blink with their respective celebrity's vocal cadence.

Some of the selected cars are a little peculiar and the voice-overs a bit kooky at times, but the overall effect is thoughtful. John Goodman, as the posthumous voice of "The Large Father," weaves Roth's biography with that of America's post-World War II experience; the celebrity cars, in turn, fill the gaps and illustrate Roth's influence. Other than a few brief quotes from historical footage, there is no actual human-to-human dialogue.

This piece is particularly dynamic due to some very clever animation; pinstripes, flames, scallops, and a good dose of House Industries typeface all come to life as this story unfolds. The video begins and ends with footage taken at the '00 Rat Fink Reunion (the infamous and headlight-damaging over-the-road boom shot, in case you were there). There's also vintage (and exceptional) video footage that shows, among other things, color home films of dry lakes racing from the 1940s, two kids building a channeled roadster in the 1950s, and Ed Roth as himself in the 1960s, portending future generations' understanding of the custom car as art.

While it takes a while, *Tales* blossoms into a poignant snapshot of an influential man's life during an influential period of the 20th century. Sure, it's a little goofy at times, but so was Roth. Above and beyond that, though, *Tales*, like its protagonist, is colorful, fascinating, compelling, and leaves us wishing to see what it will do next.

Where to find it:
Sphinx Productions
(416) 971-9131
www.sphinxproductions.com



What it's called: *Hotrod Havoc II*

Who done it: Skyndel Enterprises

What it's about: It's an hour-long music video that merges aggressive music to video footage collected during time spent in the rough-and-tumble underbelly of the latter-day hot rod counter-culture.

Notes: What's loud, fast, and in your face? A few years back, two brothers, Mark and Arie VanSchyndel, did something novel—made a film based on a well-received

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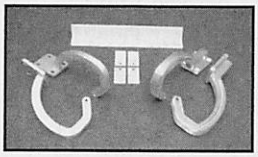

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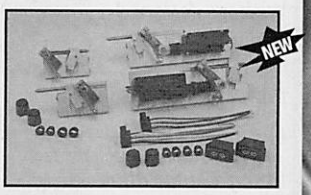

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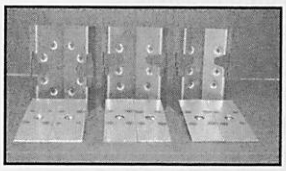

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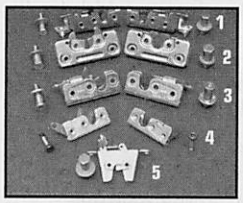

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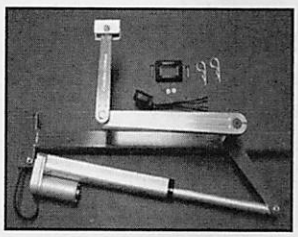

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Mounts over fender well - everything is hidden after installation except ballmilled aluminum arms which attach to trunk lid. Unit is reversible to work on either side of vehicle. Avail. with either 100 or 200 LB rated actuators.

100# Lift (for average trunks) **$349.95**
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Optional 3 Position Control Module $69.95

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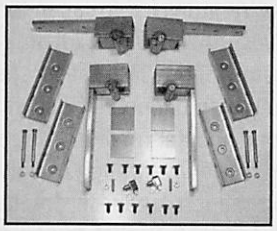


Deluxe Hidden Hinge Kit
Avail. for 30's, 40's, 50's and later cars/trucks.
NSRA Best New Street Rod Product 1990
Starting at $349.39 Kit

Check out our features listed below and see why our hinge kits have become the most popular and widely used kits by home builders and pro-builders alike.

16 years of hinge manufacturing, our expert and always available tech help, if needed, and our exclusive lifetime warranty has resulted in the strongest, most easy to install and best value kits on the market today. Just ask the rodder who has one. So revolutionary, they won the NSRA Best New Product Award (1990).

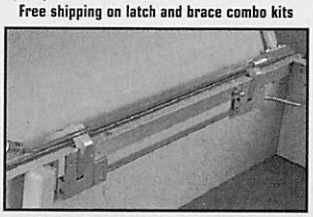
- 3 mounting screws per hinge strap for strength
- High strength cold roll steel hinge straps - not hot roll
- Self lubricating bushing in both hinge pocket and hinge strap
- Hardened and ground hinge pins/screws
- Adjustable door stop
- Adjustable bolt up pockets for doors
- 90 opening most cars
- Hidden switches for dome lights/alarms

Remember, hinges are part of the structural strength of your car, why settle for less? Don't confuse these with other hinges on the market - There is a difference! There are plenty of imitations, but only one Carolina Custom.

Carolina's 3pc Hood, Hinge & Latch Kits

Our double/triple opening kit is CNC machined from aluminum and stainless steel and allows the hood to be opened from the left, right or taken completely off. Precision machining allows us to offer kits for both steel and fiberglass hoods - not just a universal kit. Our steel single opening kit can be installed to open on whichever side the customer desires. All kits include stainless steel hood props at no additional cost. Steel hood braces are made from 3/8" round stock. Aluminum hood braces are CNC machined from plate stock - not a casting and are satin finished. Manufactured and engineered by us to be the easiest to install and best quality and value available.

Free shipping on latch and brace combo kits



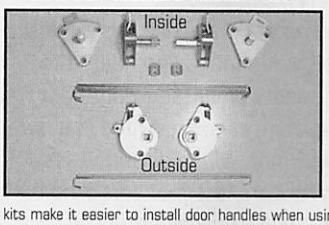
Triple Opening Kit $369.95
NSRA Best Product 1994
Single Opening Kit $309.95

Steel Hood Brace Kits $75.00
Aluminum Hood Brace Kits $139.95

Available for 30-31, 32, 33-34, 35 Ford and 34-35 Chevy

The preferred choice with home builders and pro builders alike.
Recommended by Hercules Hoods.
More choices and best quality by Carolina Custom

EZ Door Handle Install Kit



These kits make it easier to install door handles when using bearjaw latches. Inside kits are available for either Ford and Mopar Square shank or GM spline shaft. Outside kits are for square shank handles. All kits are springloaded to return handles to original position and come with connecting rods.

Inside Handle Kit (specify square or spline)....$59.95 (2 doors)
Outside Handle Kit..... $59.95 (2 doors)

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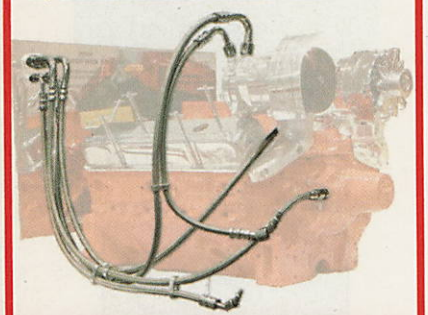

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model of applying aggressive punk rock to film snippets of extreme activities. But, instead of employing footage of extreme sports like snowboarding or freestyle bicycle or motorcycle maneuvers, as is usually the case, they incorporated vignettes of general hot rod hooliganism. What resulted was *Hotrod Havoc,* a veritable melee of burnouts, donuts, high-speed blasts, and so forth set to the music that would make Lawrence Welk impale his eardrums. As one can infer by the title, *Hotrod Havoc II* is merely an extension of the same—at least a louder, faster, and even more in-your-face version of it, that is.

Aside from the outlandish footage, what's particularly impressive about this work is its global perspective. Since it's basically a frenetic dash, we'll treat it thusly.

First is a romp through New York City alongside Mel Stultz's Nailhead-powered Model A roadster. From there, we get brief video articles about various Northern California and New York personalities and their machines: Scotty Strebel's latest Model A coupe, Pepe Dearmas' gray-primered A-bone, Matt Winter's roadster, Lars Federiksen's (Rancid, Lars Federiksen and the Bastards) shovelhead bobber, and Ritchie Rich's Merc, "Hey it's Nate's" banger-powered roadster.

Making the video truly global, the Brothers Van traveled to Japan for Mooneyes' 14th annual Yokohama Hot Rod Custom Show. There, they spent a little time with Choppers clubbers Vern Hammond and Keith Weesner as they needled their way through narrow, drive-on-the-left Japanese streets. Back stateside, they shot the Antique Nats at L.A. County Raceway and shot some pretty neat rolling footage of Eric Limones' '54 Plymouth, Greg Castle's DeSoto-grilled Merc, and Alex Gambino's (pre chop) '54 Chevy.

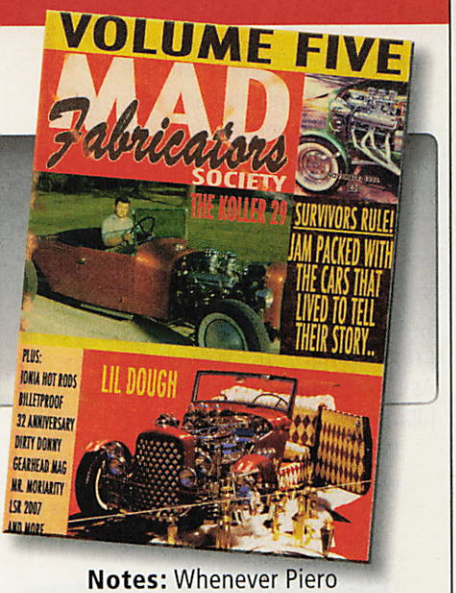
Returning eastward, they attended the Rumblers' Kustom Kill & Hot Rod Thrills show under the Brooklyn-Queens Expressway. From there, they once again toured The City with Rumblers Willie G in his Model A sedan and Roger Miret (Agnostic Front, Roger Miret and the Disasters) in his '32 Chevy coupe. Other highlights include Brian Darwas' tire fry and Johnny Nomad and Rick Esposito's roadster pickups.

More West Coast features include Nate Menkes' roadster pickup, Steve Caballero's Model A coupe, Dean Ekdall's Y-blocked T touring (on the stretcher, no less), Petey Bobosz's rattly '46 Chevy pickup, and Adam Haley's T coupe. Additional features include footage from Viva Las Vegas, Paso Robles, and various NorCal events. We also get to ride alongside Skotty Chop's coupe and watch Skratch 'stripe Ian M's *Brokeville* (broke, as in poor) rpu. Last but certainly not least is a considerable amount of footage of Billy Wishart's Weber-carbureted, Hemi-powered Model A coupe as he bombs around San Jose.

In case you haven't figured it out yet, this video is loud, aggressive, and somewhat antisocial. There's no dialogue, no plot, no story line. If you're looking for some sort of meaning, look elsewhere. These guys are true proponents of the backyard-built movement; aside from hosting an online forum for grassroots hot rods and their advocates (www.ruffrodders.com), they film their videos themselves and edit them on their home computers. Like the cars in the film, this isn't a slick and glossy production; however, it's certainly an honest one that redeems itself with unchecked fun.

Where to find it:
Skyndel Enterprises
www.hotrodhavoc.com

What it's called: *Mad Fabricators Society Volume Four*
Who done it: Mad Fabricators Society
What it's about: It's a feature-based video magazine geared to enthusiasts of vintage-genre hot rods and custom cars. Presented in a two-disc DVD format, *Mad Fab* showcases survivor cars, the pioneers who built them, the latter-day enthusiasts inspired by their contributions, and the cars those enthusiasts build.



Notes: Whenever Piero DeLuca releases a *Mad Fabricators Society* video, we get a firsthand account of the places he's been, the cars he's seen, and the personalities he's met during the prior year. Best of all, he takes full advantage of the mixed media. For example, he sets a feature's tone with a raucous mix of surf, garage, punkabilly, cowpunk, and a whole bunch of other music genres you'll never hear on crappy corporate radio. If you really have to hear how it sounds to understand a car, you'll get a firsthand experience of how open pipes and howling tires echo off skyscrapers at midnight.

This year, we meet Ionia Hot Rods' Matt and Dennis Lesky and blast across El Mirage in Geoff Skene's drab-green roadster and the Lesky family's Deuce sedan; we revisit Mark Moriarity and see even more of his incredible collection of historical cars, including a mid-restoration peek at *Car Craft's* Dream Rod; Richey Kyska shows off the meticulously preserved Deuce he built in the late 1950s; artist Dirty Donny tells us how he painted himself into his corner within the underground art world; *Mad Fab* regulars Bob Bleed and Jonny "Jean Jacket" Koller reanimate Jonny's dad's old A-bone hot rod after four decades of hibernation, and it's enough to make ya weep. Deanier Probst shows off his *Lil' Dough* '34 Ford show car; Mike LaVella describes how *Gearhead*, one of the coolest underground

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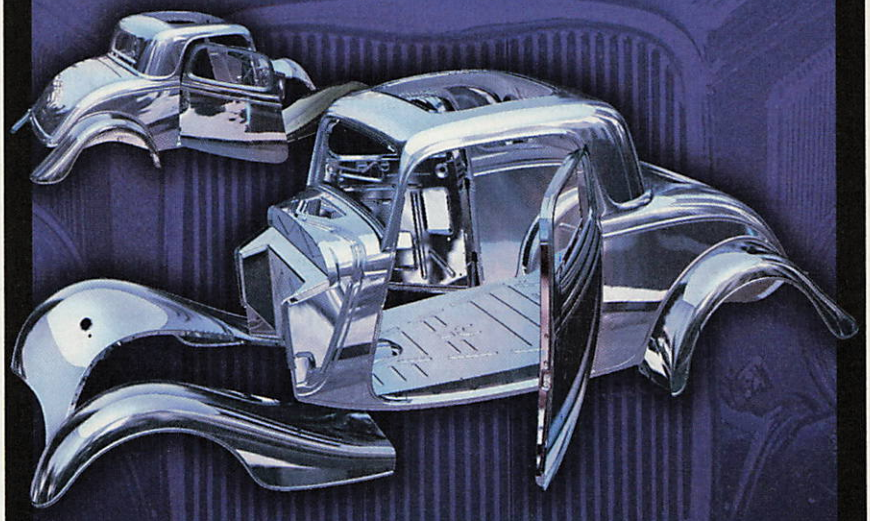

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music/car culture magazines, was developed; Bill Michaelson explains how he built the unbelievable Roth-car diorama by scratch-building model kits that never existed.

If you missed the display of the 75 Most Influential '32 Ford Hot Rods at last year's Grand National Roadster Show, here's your chance to see it; if you're looking for a reason to see the Lone Star Roundup, you'll get a good idea of what it's like; ever wondered what Luche Libre wrestling was all about? There's a bunch of it at the Pride of the Champ show in Antioch. Footage from the Rockabilly Rod Reunion gives us hope that Las Vegas' car scene may one day catch up with those of Davisburg, Michigan, and Antioch, California, the venues for last year's Billetproof events (Piero did both); he discovered that Rex Rods and *Jalopy Journal* are onto something with their Hot Rod Revolution show in Penngrove, California, and somehow talked his way into shooting the contents of the fabled Von Dutch/Roth auction in Hollywood. Consistent in years past, Piero closes the video with one of Bob Bleed's wacky antics. This time, holding court for the Burbank Choppers' Keith Weesner and Gambino Kustoms' Alex Gambino, Lil' Bobby and Jonny Jean Jacket attempt to launch a clapped-out Toyota Cressida from a plywood ramp. As usual, it all goes terribly—and hilariously—wrong.

Where to find it: www.madfabricators.com

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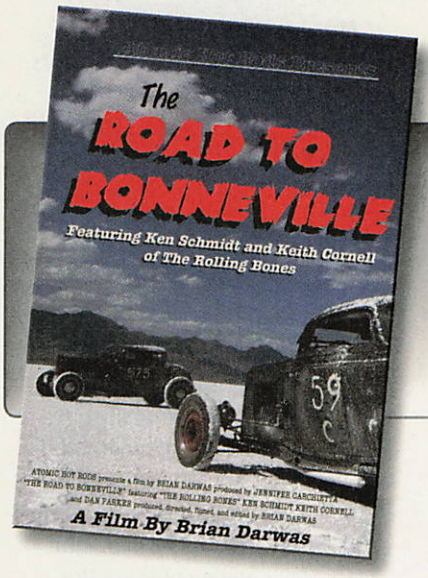

What it's called: *The Road to Bonneville*

Who done it: Brian Darwas (Atomic Hot Rods)

What it's about: Hot rod builder and filmmaker Brian Darwas rides shotgun with Keith Cornell and Ken Schmidt, aka Rolling Bones, in their trademark three-window coupes as they make their annual pilgrimage to hot rod Mecca, the Bonneville Salt Flats, to race their Flathead-powered roadster.

Notes: To understand what makes a movie about riding with the Rolling Bones interesting is to know how they think about hot rods. Ken Schmidt and Keith Cornell are traditionalists at heart; however, rather than copy what's been done to death, they reassemble these old parts in new and inventive ways.

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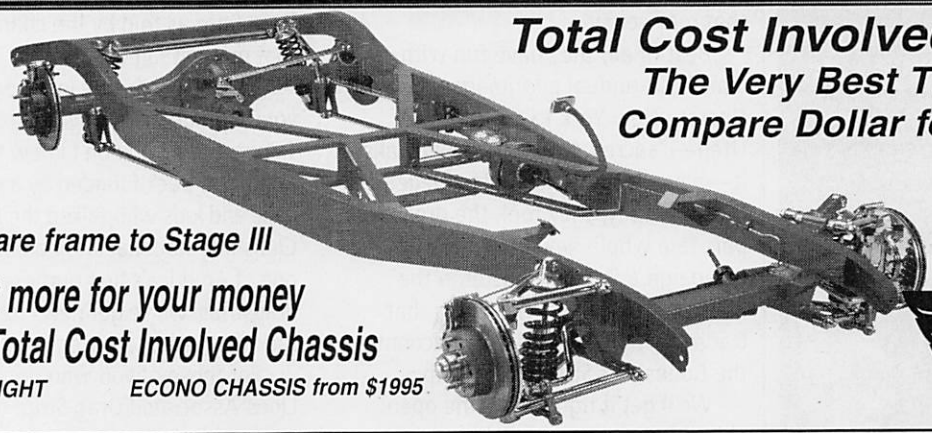

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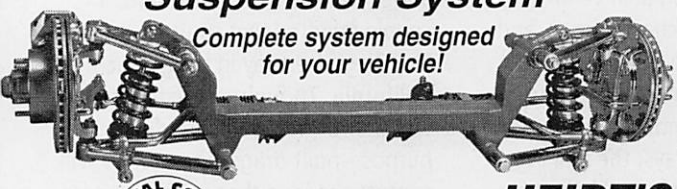

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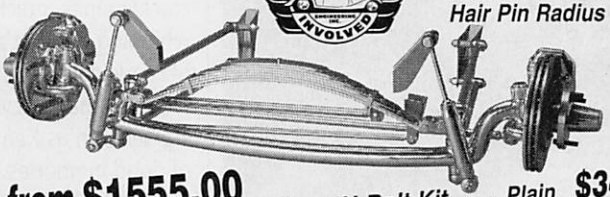

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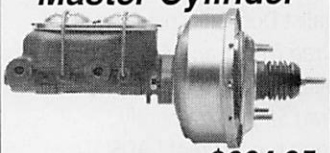

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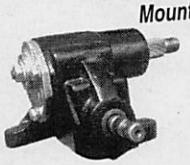

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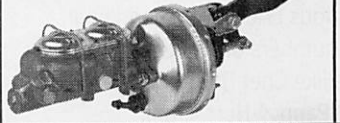

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We'll get it right out in the open: This video is a testimonial to the experience of a road trip in stripped-down hot rods. It's an archive of crackly pipes, quick-change howl, and whipping wind. It's a documentation of roadside repairs of head gaskets, weeping master cylinders, and stuck starters, or, as Ken says, the making of good memories. In a nutshell, it's a 90-minute shrine to the dedication that these guys have to prewar passenger-car parts assembled to postwar racing standards. It's a philosophy in motion. It's fun, captured on video, and presented to you in your living room.

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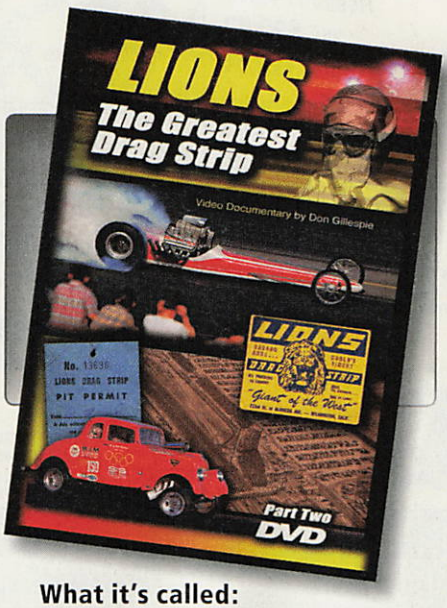

What it's called:
LIONS, The Greatest Drag Strip: Part Two

Who done it: Don Gillespie, narrated by Rick Carlson

What it's about: A video documentation of Lions Associated Drag Strip as told by the characters that made it famous.

Notes: Yeah, you look cool in your reproduction Lions Drag Strip T-shirt, but if you don't know the story about the track founded by a couple cops and kids who talked the Lions Clubs International into bankrolling one of America's first purpose-built dragstrips, we've got news for you, Jack: You're just a poser.

For those of you who don't know, Lions Associated Drag Strip, or LADS, as it was known, was a sacred patch of ground on the corner of 223rd Street and Alameda Boulevard, a couple hundred feet south of the San Diego freeway in Long Beach, California. Though many debate whether or not it was the first purpose-built dragstrip, nobody will contest the idea that it was the most magical track in the drag-racing circuit. For nearly two decades, it served as an incubator for drag-racing pioneers and a proving ground for their creations.

Back in 2006, drag-racing photojournalist Don Gillespie (*National Dragster, Drag News,* and *Car Craft,* among others) released *LIONS, the Greatest Drag Strip.* It's a nearly two-hour-long rundown of LADS, starting with its inception by a few cops and car clubs who aligned forces with local Lions Club chapters to prevent street racing. Among dozens of interviews, narrator Rick Carlson tells the story of how a 20-something go-fast junkie named Mickey Thompson transformed a quirky subculture into a viable business. Set to dozens of edited home movies shot at various LADS events and near countless numbers of static photos, luminaries like Chet Herbert, Fritz Voigt, CJ "Pappy" Hart, Frank "Ike" Iacono, Joe Reath, and Harry Hibler, among others, reveal in their own words the significance of the track. A true jaw-dropping experience, the video includes snippets from KTTV's 90-minute broadcast of the September 16, 1961, meet.

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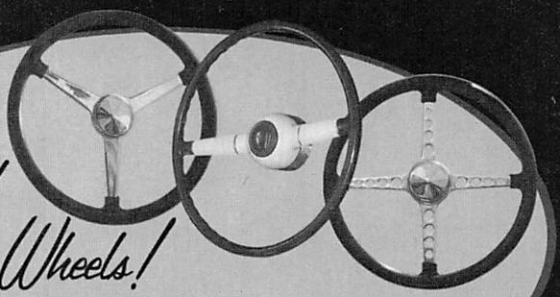

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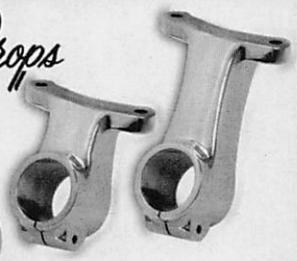
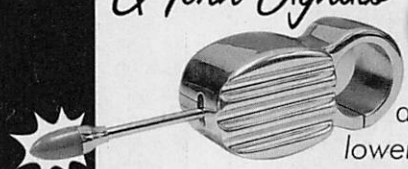
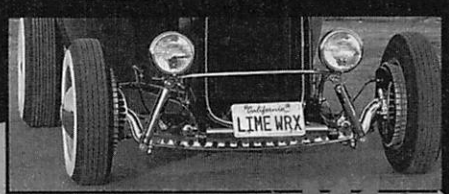




and other accessories.. lower mounts, U joints, DD Shaft, support bearings, and lots more!!



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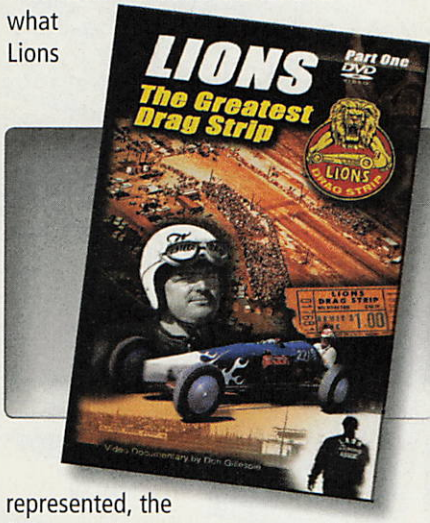

represented, the follow-up illustrates the events that transpired at Lions that defined drag racing in general: Isky and Engle cam wars; junior fuelers; the fast e.t.'s; famed match races; the first big-name non-automotive drag-racing sponsorships; first 7-second e.t.'s and 200-mph runs; the advent of zoomies; the birth of the Funny Car; and, possibly most significant, the filming of a *Munsters* TV program.

OK, so the *Munsters* reference was sarcasm, but there's nothing insignificant about this not-for-profit track. Nor is there anything trivial about this video. In fact, whether you're an old hand who remembers night runs at The Beach or a greenhorn who's captivated by drag-racing history, this is a pair of videos you need to own.

What makes this video so special are the personalities of the people, some of whom have passed since this video was shot. The only thing that can top these two videos is the soon-to-come release of Volume Three. After all, this video ends in the mid-1960s, and Lions lasted to 1972.

Where to find it:

www.lionsvideo.com SR

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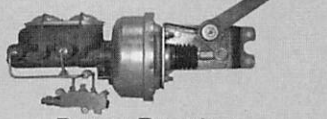
Brake Pedal Assemblies

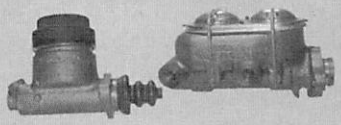


Power Boosters

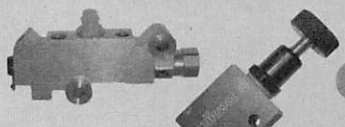
7" & 8"

Remote Boosters

Master Cylinders



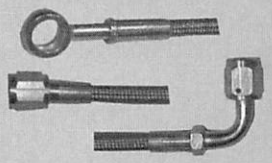
Proportioning Valves



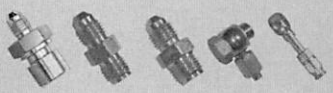
Residual Pressure Valves

2# & 10#

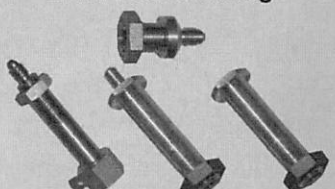
S.S. Braided Brake Lines



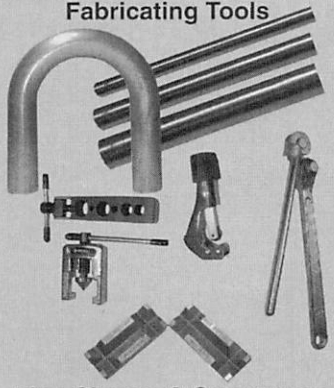
Brake Adaptor Fittings



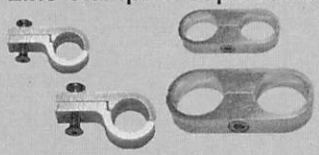
Thru-Frame Fittings



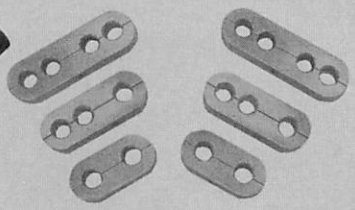
Stainless Steel Tubing & Fabricating Tools



Line Clamps & Separators

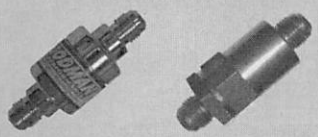


Plug Wire Separators

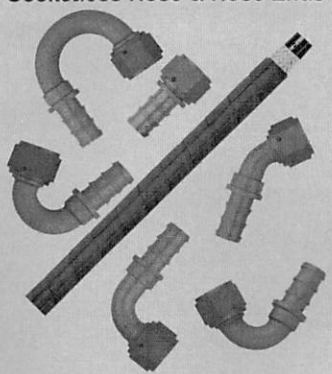


Weld in Bungs

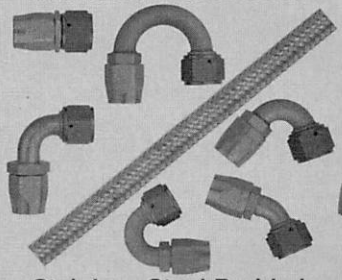
Fuel Filters



Socketless Hose & Hose Ends



Stainless Steel Braided Hose & Hose Ends Available in Red & Blue or Electroless Nickel



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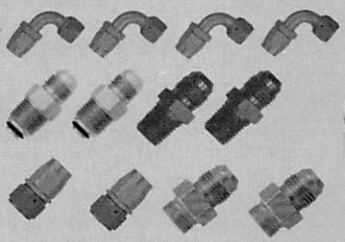
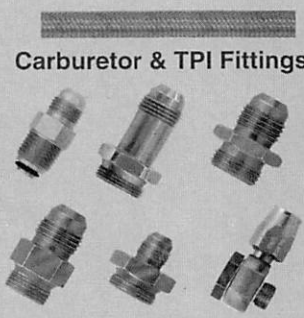
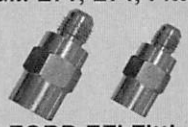


Carburetor & TPI Fittings



GM LT1, LT4, Fittings

FORD EFI Fittings



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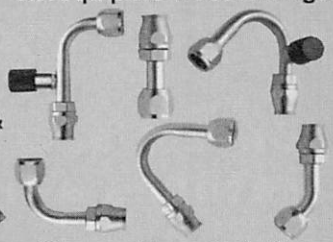
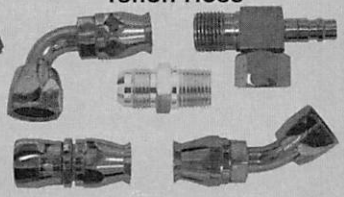


Chrome Hose Ends For Teflon Hose



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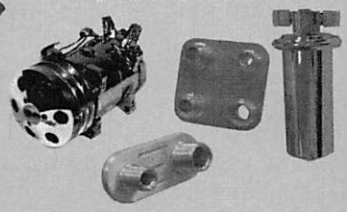
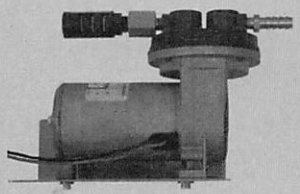


Electric Vacuum Pump



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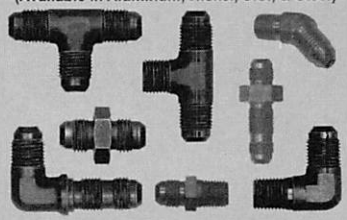

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RED ALL OVER

Once a sacrificial lamb, Bruce Bolen's Galaxie returns a lion

BY CHRIS SHELTON

Not everybody's definition of a donor car is the same. Apparently to the guy from whom Bruce Bolen bought his '63 Galaxie 500, a car worthy of sacrificing to restore another has three pedals, four speeds, eight cylinders, and twice as many mechanical tappets. "She was all there—390, four-speed, all the interior including the console, all the chrome inside and out," Bruce recalled. "As I understand, he lost interest and put it up for sale. It was all there, but I just had to make it what I wanted it to be."

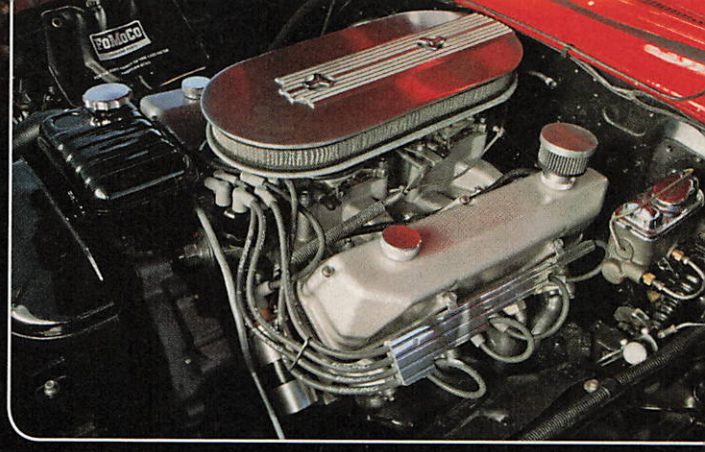
While it appears that stance and wheels are all it took to make Bruce's Galaxie what he wanted it to be, bear in mind that looks can be deceiving. Since he tuned the car to improve its manners rather than change it just for the sake of change, the modifications he did to the car don't voluntarily reveal themselves.

For example, you'd have to twist the key to hear the whooshing clatter of the solid-tappet cam and the bark of the 3-inch pipes. You'd have to lift the hood to discover the medium-rise intake manifold. You'd have to drive the car to understand how much tuning work Lyle Winter put into the two Holleys atop that manifold.

When you drove the car, you'd initially take delight in the limited-slip differential and the deep gears, but you'd take equal comfort in the overdrive Fifth gear. Speaking of comfort, you'd soon attribute that soft ride in the face of a low stance and even lower profile tires to dropped spindles and air springs. Ultimately, you'd find reassurance in the front axle's oversized disc brakes. To understand why the car seems so sensibly tweaked is to know a bit about

Bruce. As a fifty-something with two generations of playing with cars under his belt, he's owned his share of hot cars. He indoctrinated his sons with musclecars of their own, and they, in turn, are doing the same for their kids. In fact, by bringing up a Galaxie languishing at a local paint shop, one sort of returned the favor. Bruce recalled. "The Galaxie was what I was looking for."

Paint, upholstery, and machine work withstanding, Bruce built the car himself. Since nobody offered an application-specific air-spring kit, he adapted one of Air Ride Technologies' kits for a same-year Impala. The suspension is largely stock, but he replaced the spindles with a pair of 2-inch-lower knuckles and the drums with a set of 11-inch discs, both examples of D.C. Enterprises' Drop 'em & Stop 'em line. Though the medium-rise manifold isn't original to the car, it was part of the deal that netted the car. Above that are those carburetors tuned by Lyle Winter ("about the best Holley guy around," Bruce acknowledged); below it is the 390 he assembled with a COMP cam and rockers and Edelbrock light-metal heads. Bruce credits Ford Motorsports' Stan Johnson for the engine information and the clutch parts required to link that engine to the Tremec TKO 600-series transmission. With that gearbox's overdrive, "It made the car a lot more freeway friendly," Bruce noted.



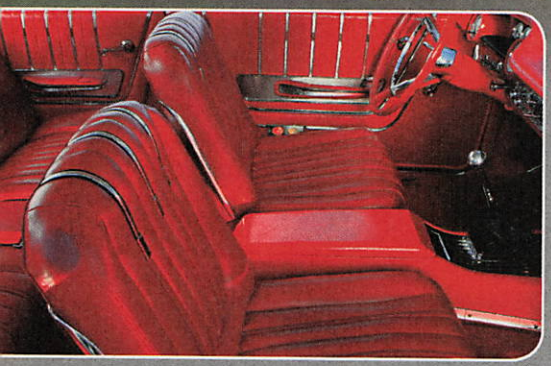
Just because an engine is a hot number doesn't mean it has to announce it to the world. With its reproduction wiper-washer bag, conservative paint detail, and period-correct induction system—even though it's not original to the car—the engine looks for all the world like a restoration article. The Blue Thunder rocker covers, aluminum ignition wire looms, and Ford Racing plug wires, on the other hand, hint that the engine isn't stock (which it isn't ... by a long shot). The engine's lopey idle, rocker clatter, and crisp response—products of the COMP solid-tappet cam, Edelbrock heads, and high-compression pistons—prove it, too.

Bruce turned over the car to Kurt Dickman for body and paint. Though he retained the door handles, he shaved the door locks (Bruce relies on a keyless entry system instead) and the nose and deck badges, also removing the hood spear and cleaning up the front and rear pans. Kurt finally applied a tri-coat PPG urethane, a system that required him to shoot about 10 test panels until everybody agreed on the color the car is now.

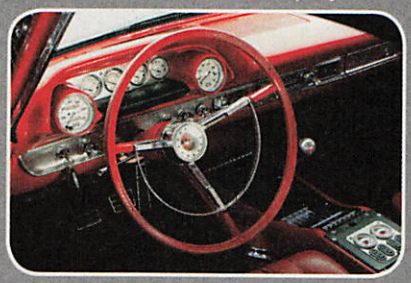
Before Bruce had Seattle's International Plating re-plate the bumpers, he shaved their bolts. Though he had the side trim brought back up to snuff, he forewent the black accents they originally came with.

The interior went back together with dash pad restored by Just Dashes; in that dash is a set of Auto Meter Old Tyme White gauges. Karr Upholstery installed the reproduction seat covers, carpet, and headliner; Ssnake Oyl Products restored the factory belts. While Bruce cleverly hid the switches and gauges for the air springs in the factory console, the Tremec shift knob atop the Hurst stalk isn't

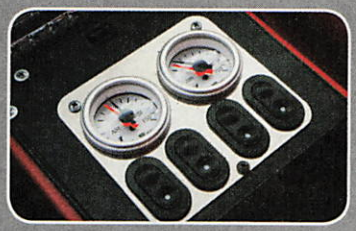
The interior, much like the engine, is largely restoration grade. Look beyond the reproduction seat covers, headliner, and nylon-loop carpet, for example, and you just might notice that the shifter says Hurst on its side, and its knob has an extra gear choice.



When Bruce tweaked the interior to fit his needs, he did it in subtle ways—like by replacing the somewhat crude speedometer with a Boese Engineering billet insert, filling it with Auto Meter gauges, and filling the side pods with a speedometer and tachometer from the same company.



Flip the lid on the console, and you're greeted with an Air Ride Technologies panel with two twin-needle gauges and the four switches that adjust the system's operating pressures.



quite so discreet. Oregon's Dearborn Ford supplied the small parts that were just too far gone to restore.

Though they're essential to the car's presence, it's not the searing-red paint, the big hoops, the bug-crushing stance, or the nasty lope to the idle that makes this car so neat. Nor is it the great ride, neck-straining acceleration, or long freeway legs—but we admit they're critical. No, the thing that makes this car so appealing is the fact that Bruce and wife Kathie make good use of each one of this car's elements, or to put it Bruce's way, "She's pretty, but she's no trailer queen; we drive!" In fact, while Bruce went out of his way to keep the 390, he's since conceded that it's not enough and that the car will get a 428ci replacement. He's also looking to convert to an Air Ride Technologies Air Bar just to get the car to hook with that much more power.

As we indicated with the pedals, gears, and cylinders, Bruce's car had a few numbers going for it from the day it rolled off the line. Though it picked up another gear and four more butterflies during its reconstruction, there's one number that carries significantly more weight than any of those. It's the ordinal second, as in the second lease on life this car now has.

Like a phoenix born from ferric oxide, this is one 500 that flies harder than ever. SR

FACTS & FIGURES

Bruce and Kathie Bolen
Puyallup, Washington
1963 Ford Galaxie 500

CHASSIS

Frame / Manufacturer	FoMoCo
Rearend / Ratio	Ford 9" / 3.89:1, Auburn Gear Inc. (Auburn, IN) cone-type limited slip
Rear suspension	parallel leaf w/ Air Ride Technologies (Jasper, IN) air springs
Rear brakes	Ford 11" drums
Front suspension	D.C. Enterprises (Thousand Oaks, CA) 2" dropped spindles, Air Ride Technologies air springs
Front brakes	D.C. Enterprises 11" discs
Master cylinder	OEM Ford dual-circuit, manual
Wheel make, size	American Racing (Rancho Dominguez, CA) Torq-Thrust, 17x8
Front tire make, size	BFGoodrich Radial T/A, 245/40R-17
Rear tire make, size	BFGoodrich Radial T/A, 275/45R-17

ENGINE

Make	Ford FE
Displacement	390ci
Machining / Assembly	Bliss Performance Enterprises (Spanaway, WA) / owner
Camshaft	COMP Cams (Memphis, TN) 270S mechanical-flat-tappet, 270 degrees advertised duration (224 at .050"), .540" lift
Water pump	Edelbrock (Torrance, CA) aluminum
Cooling fan	flex-type
Radiator	Ford four-core copper/brass
Alternator	100-amp
Heads	Edelbrock Performer, aluminum
Rockers	COMP Cams
Valve covers	Blue Thunder Auto (Palm Springs, CA) smooth cast
Manifold / Induction	Ford medium-rise 2x4 / Holley Performance Carburetors (Bowling Green, KY) 600-cfm, tuned by Lyle Winter
Air filter housing	Blue Thunder Auto, polished factory 8V style
Ignition / Wires	Ford mechanical/vacuum-advance with MSD (El Paso, TX) 6AL rev-control multi-spark capacitive-discharge / Ford Racing Performance Parts
Manifolds	Ford long-branch cast-iron, ceramic coated
Exhaust / Mufflers	3" aluminized tubing by Sumner's Topgun Muffler/Brake (Sumner, WA) / Flowmaster (Santa Rosa, CA) 60-series

TRANSMISSION

Make	Tremec TKO 600 supplied by Dark Horse Performance (Renton, WA)
Clutch	Ford Racing
Shifter	Hurst/Mr. Gasket (Carson City, NV)
Driveshaft	Drivelines Northwest (Tacoma, WA) steel

BODY

Body style / Material	Galaxie 500 / steel
Body mods	nosed, decked, shaved exterior mirrors, shaved hood spear, smoothed pans & shaved door locks by Kurt Dickman, Kurt's Autobody (Orting, WA)
Bodywork	Kurt Dickman
Paint type / Color	PPG tri-stage urethane / custom red
Painter	Kurt Dickman, Kurt's Autobody
Plating	International Plating (Seattle, WA)

INTERIOR

Dashboard	Just Dashes (Van Nuys, CA)
Insert / Gauges	Boese Engineering (Tempe, AZ) billet / Auto Meter (Sycamore, IL) Street Rod Old Tyme White
Upholsterer	Karr Upholstery (Graham, WA)
Material / Color	vinyl / red
Carpet	red nylon
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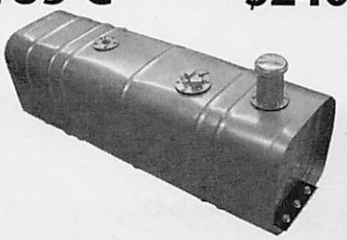

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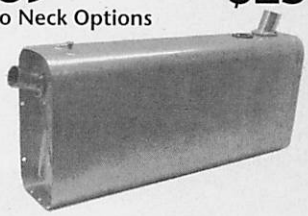

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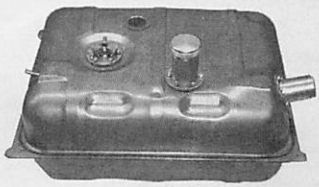

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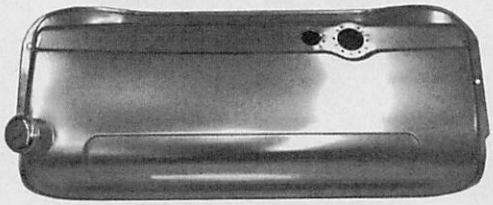
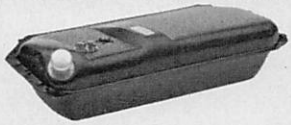


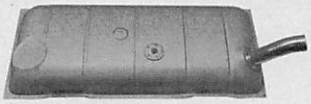
#32SS-S **$525**
Die-Stamped Reproduction
Optional In-Tank
Pumps Available
Stock Dimensions

1933-34 Ford



Billet Cap with O-ring
100% Spillproof
$215

1935-39 Chevrolet



1937 Pictured
$215

Poly Tanks

1949-51 Ford
Shown
30 Models Available
From $215

1938-40 FORD Tanks

Add $15
For Cap

#40G Alloy Steel $215
Includes Filler Neck!

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Die-Stamped
Coming Soon!

Tri-5 Chev

#304 16 Gauge
STAINLESS STEEL

$260
Exact Reproduction
1955-56 Chev Pictured

NEW
Fold Away
License
Plate Holder
See Website
for Details
$48

Prices Do Not Include Shipping

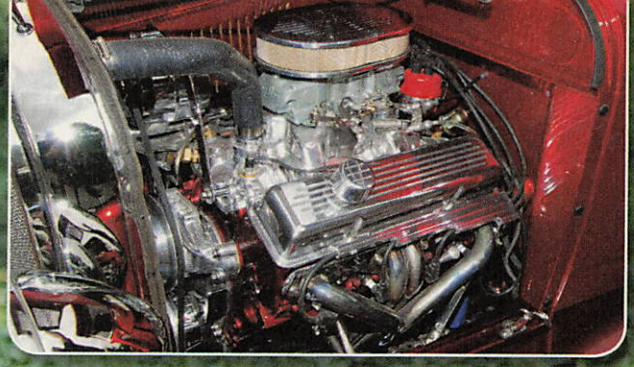
Cracker Cab Chronicles

This one really is north of the border

BY DALE M. MOREAU

Ed Day lives in Valdez, Alaska, and his experience with a historic rod began around 1978. A man who also lived in the area was vacationing in Hawaii and found the finished truck in the islands. He bought it and had it shipped back to Alaska.

Apparently, he did drive it for a while, lunching the motor in the process, then lost interest and left it out in the frozen winter of the North. Come the spring thaw, he decided to repair the damage to the engine, only to end up smashing the front fender and radiator while trying to plow



Tightly tucked away under the Rootlieb Model A Ford hood is the owner-built 327ci Chevy topped by a Demon carb on an Edelbrock Performer intake and MSD ignition.

the carcass out of a snow bank. Once again, the poor truck was relegated to the side lines. Later in the spring, after the snow had receded, the whole pickup could finally be seen. Ed's stepfather bought the poor remains and dragged it home to help form Ed's automotive education.

Imagine getting a project like this one to work on when you were in high school. Ed toiled away, repairing the body damage, and managed to rebuild the engine. Time, and too many stoplight excursions, finally took a toll on Ed's engine rebuild, and the tired old 327 Chevy had another disastrous seizure.

Ed moved to the eastern side of the state of Washington in 1985, hauling the Model A pickup with him. Another hiatus of 10 years went by, and the truck sat in a friend's garage in Wenatchee, along with an old Corvette. Alaska called Ed home during that time. It was the fall of 1995, and the decision had to be made between the A and the Vette, since Ed could only afford to ship one back home. The Ford was the choice, as it had been with Ed since he was a just a lad, and it was, indeed, part of the family.

Ed started to rebuild the car off and on again for another 10 years, until he realized it wasn't going to happen in his hands. Shopping around for a builder who would take on a project like this one, Ed ran across *STREET RODDER* on the Web, and noticed an ad for Steve's Auto Restorations. A deal was struck, and the truck headed south once again, only this time to Portland, Oregon, for a serious redo.

What SAR received was a rolling vehicle that was conceived in the 1970s and needed serious TLC. It already had a Heidt's IFS and Jag rear that would work in concert with one another when they got sorted out. The old hot rod from the North was blown apart, with crossmembers, brackets, and suspension assemblies being redone to SAR's exacting specs. Aldan shocks and Wilwood brakes, along with a Vette master cylinder and Heidt's steering box, round out the chassis mods. Ed's original 327 Chevy small-block, that he had built years before, is still under the Rootlieb hood, sporting a Barry Grant Demon carb on an Edelbrock Performer manifold. Ed also supplied the TH350 tranny, shifted by Lokar, that connects to the Jag rear with a steel driveshaft custom-made by Driveline Service of Portland.

After the many years of banging around in garages, and on the Alcan Highway, the body was in some serious hurt. The guys at SAR soon took care of that. After smoothing all the body panels, they made a steel top for the roof, added a '30-31 Model A visor, and shortened the bed. Now ready to

The leather interior by Jeff Martin puts this Ford pickup in a class by itself. A full set of Classic Instruments gauges rests nicely in the modified original dash, accompanied by an ididit steering column with a Billet Specialties wheel.

SAR shortened the bed, and a wood inlay was crafted to bring a color contrast to the working part of the A.

apply the paint, the guys came up with a variation of a color they have used to great satisfaction on other projects. House of Kolor supplied the Candy Apple Red, and the SAR team worked with different primers and sub-coats to create a classy color for the pickup.

The truck then went just a few miles to the shop of stitcher Jeff Martin, where the truck's look was completed. Jeff very nicely filled the cab with saddle-tan leather, and square-weave carpet to match. The stock dash was upgraded with a SO-CAL dash insert filled with beautiful Classic

Reminiscent of the 1970s, the Jag IRS is still both functional and good-looking.

Instruments gauges. A SAR-installed wiring unit, supplied by Centech, brings the juice to the truck, while a Billet Specialties steering wheel points the finished old Ford pickup down the road, on American Torq-Thrust wheels and Dunlop tires.

Something worth mentioning is that the SAR team often adds a heater to certain builds, and Ed's Alaskan street rod was no exception, for obvious reasons. SAR owner Steve Frisbie finds the heaters on the Net and then saves them for future projects. They are works of art on their own, and with new motors, paint, and chrome, make way-cool additions to classic street rods.

When Ed finally took home his pride and joy of so many years, it was with the knowledge that his high school work and perseverance paid off. It took a few years, but in the end, it was worth it to have the nicest pickup truck in Alaska. SR

FACTS & FIGURES

Ed Day
Valdez, Alaska
1929 Ford pickup

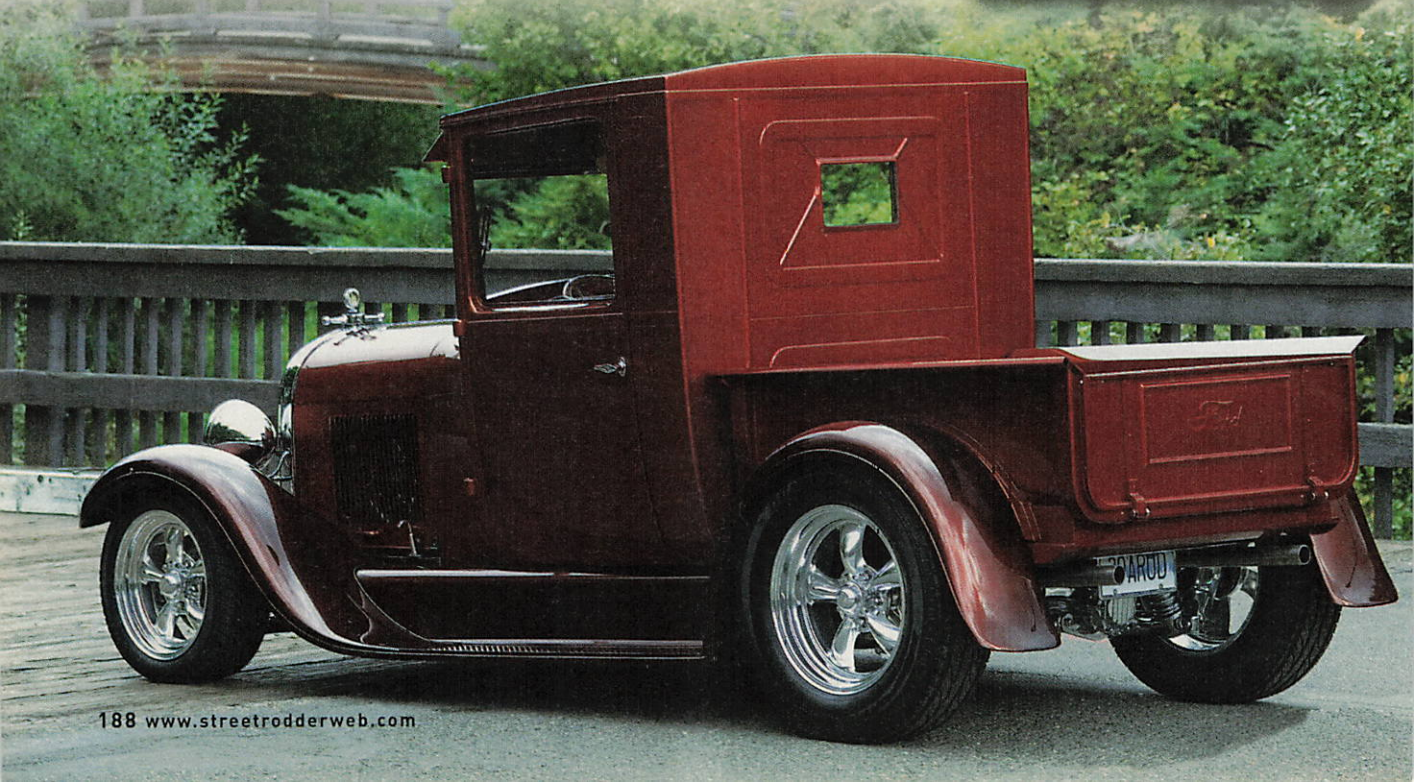
CHASSIS	
Frame / Manufacturer	stock Ford
Modifications	boxed custom rear
Chassis plumbing	stainless
Rearend / Ratio	Jaguar IRS / 3:54
Rear suspension	Aldan (Corona, CA) coilovers
Rear brakes disc	Wilwood Engineering (Camarillo, CA)
Front suspension	Heidt's Hot Rod Shop (Wauconda, IL) IFS
Front brakes disc	Wilwood
Master cylinder	Corvette
Steering box	Heidt's r&p
Front wheel make, size	American Racing (Rancho Dominguez, CA) Torq-Thrust, 15x6
Rear wheel make, size	American Racing Torq-Thrust, 17x7
Front tire make, size	Dunlop, 195-50R15
Rear tire make, size	Dunlop, 255-60R17
Gas tank	12-gal stainless steel

ENGINE	
Make	Chevy
Displacement	327 ci
Water pump	aluminum
Cooling fan	electric
Radiator	Walker Radiator Works (Memphis, TN)
Alternator	GM
Valve covers	Billet Specialties (La Grange, IL)
Manifold / Induction	Edelbrock (Torrance, CA) Performer/ Demon (Barry Grant, Dahlonega, GA)
Headers	chrome
Exhaust / Mufflers	stainless steel IMCO Performance Exhaust (Schulburg, TX)

TRANSMISSION	
Make	GM
Shifter	Lokar (Knoxville, TN)
Driveshaft	steel Driveline Service of Portland (Portland, OR)

BODY	
Body style / Material	pickup / steel
Body manufacturer	FoMoCo
Body mods	steel roof & '30-31 visor
Hood	steel reproduction Rootlieb (Turlock, CA)
Bodywork	Steve's Auto Restorations (Portland, OR)
Paint type / Color	House of Kolor (Picayune, MS) / Candy Apple Red
Painter	SAR
Headlights / Taillights	Vintique (Bergenfield, NJ)

INTERIOR	
Dashboard	modified stock steel
Insert / Gauges	Classic Instruments (Boyne City, MI)
Wiring	Centec Wiring (Perkiomenville, PA) by SAR
Steering wheel	Billet Specialties
Upholsterer	Jeff Martin (Portland, OR)
Material / Color	leather / tan
Carpet	square-weave tan



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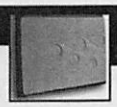

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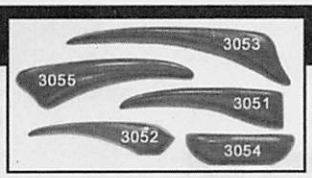
Arm Rests... $69.95pair



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Available in Tear Drop or Oval

Satin.....**$36.50**

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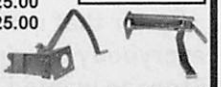
Shave Door Kit....**$137.00**

(kit includes: two 35lb solenoids, 2 remotes, 3 relays and mounting hardware)

Power Brake Combo



7" Booster & Dual Master Cyl. w/left and right side outlets...**$129.00**

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Frame Mount.....**$125.00**

Brake Combo w/Pedal Kit **$249.00**

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1354NA SBC-Short.....**$ 74.95**

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Hardline Mounting System

Size	Quantity
3/16"	20
1/4"	18
5/16"	15
3/8"	12
1/2"	10

$ 20.00 per pack

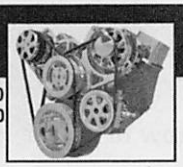
A/C 134A Compressors (NEW)

Standard.....**$199.00**

Polished.....**$229.00**

Chrome.....**$269.00**

TBI Hyper-Drive V-Belt System



Hyper-Drive.....**$1,295.00**

w/Power Steering....**$1,395.00**

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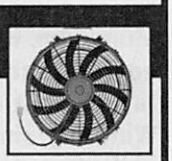

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Snake-Eye or Tri-Bar Headlights.....**$49.95**

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Manual (new) rack only.....**$ 139.95**

Power (rebuilt) rack only.....**$239.95**

Installation Kit w/purchase.....**$ 35.00**

(kit includes tie rod ends, bolts and bushings)

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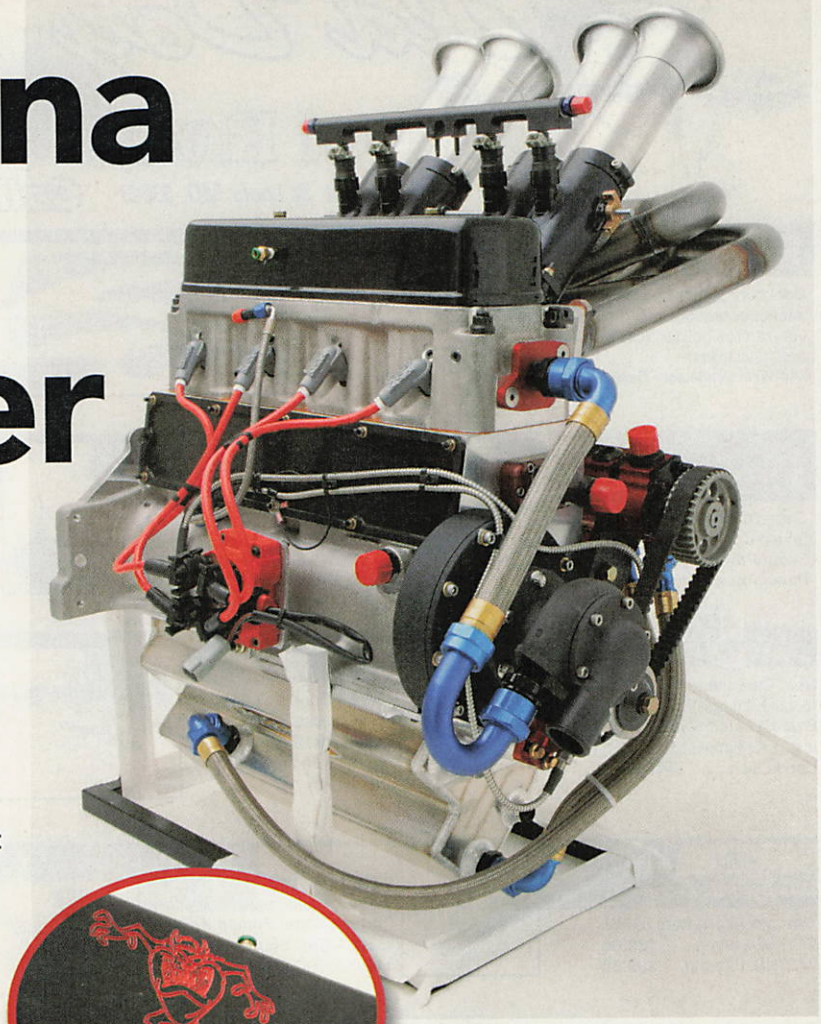
BY DON PRIETO | PHOTOGRAPHY BY RANDY LORENTZEN

Fontana Four-Banger

Because you need a change



Tired of "bellybutton" small-block Chevys, Fords, or V-8s, for that matter? You know, everybody has one. But, Editor Brennan wanted something different for his roadster pickup for that very reason, so he sent me to visit Joe Fontana, proprietor of Fontana Automotive in Gardena, California. Joe has, for many years, carved racing engines out of blocks of aluminum. He has been producing engines, such as the Ford Clevor V-8 (a combination of Cleveland and Windsor), since 1985, so he knows how to make 'em strong and powerful.

His latest highly successful racing engine has been dubbed the "Tasmanian Devil," a 200ci 'banger expressly made for USAC midget racing. It is based on the Chevy II four-cylinder, and, like most of the other engines he builds, they use no OEM parts—everything is purpose-built. Starting with a Fontana-designed aluminum block and cylinder head, the crew adds all of the latest high-tech billet crank, forged rods and pistons, a specially designed Hilborn fuel injector, and a super-trick camshaft with five main bearings instead of the usual three, and so on.

The Fontana four-banger has its roots in midget racing, and a turbulent history it is. Following World War II, the heyday of the little screamers witnessed a variety of different powerplants making the scene. Two strokes, Ford V8-60s on nitro, and 91-inch Offys all saw action in the stadiums of America. Offys ruled for a long time, until the Sesco ½ Chevy V-8 ousted it as the favorite. Then along came the Volkswagen, with its boxer configuration and low center of gravity. It ruled through the 1960s and was competitive with the Cosworth twin cam until a rule change to allow 200 ci and big tires ended their ability to compete.

The introduction of the Chevy II engine by Louie Senter and the aforementioned sanctioning bodies allowing additional inches for pushrod engines changed the course of the midget, once again. Now, a recent rules change to keep the small budget racer in business has set rise to the Tasmanian Devil. Lots of horsepower and a very flat torque curve make this little 'banger an ideal candidate for transition to a street engine.

While the engine described above is a purpose-built racing engine, this 200-pound package can be assembled using off-the-shelf parts and made into a stout little street 'banger that will fit nicely into any lightweight hot rod, or a similar modified or track roadster. Best of all, it will hold its own with any of the aforementioned bellybuttons.

It bolts directly to any Chevy bellhousing and transmission for ease of installation and has the look of a vintage engine with the performance of a modern piece.

the original and still the best...

ECI HOT ROD Disc Brake Systems

You only have to know three things...

- ***ECI pioneered the first street rod disc brake kits over 20 years ago! The first Mustang II Big Brake Kit, the first Street Rod Power Brake System and the first complete line of brake kits for early Chevrolets.***
- ***Our brakes are the safest, best performing and easiest to install you can buy!***
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ECI Street Rod Booster

This booster has special valving and a diaphragm calibrated to give the right sensitivity for street rods. Small 7" dia. fits under the floor. Includes new Corvette dual disc/drum master cylinder. ***$275.00***

Pedal Assembly w/Booster and Master Cylinder

Bolts in the original location. Includes booster, dual master cylinder, bracket and pedal with pad and hardware.

'28-32 Ford (weld on) ***$345.00*** **'33-48 Ford** ***$395.00***
'47-59 Chevy Truck ***$395.00***

5" & 5-1/2" Disc Brake Conversions for Mustang II spindles

This new kit uses the original 5" Chevy or 5-1/2" Ford bolt circle wheels with 11-5/8" diameter rotors, and BIG piston GM calipers. Increase braking 70% over the stock Mustang brakes. includes aluminum hubs and dust covers, new bearings, races and seals, caliper mounting brackets, new rotors, rebuilt calipers w/ pads and mounting bolts*.

Complete kits 5" Chevy $550.00 5-1/2" Ford $525.00

**Stock MII upper caliper cradle mounting bolts are required.*

Underdash Power ***$395.00*** (7" booster)

Underdash Manual w/clutch ***$395.00***

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NEW Hanging Pedal Units

ECI's universal ***Firewall Mounting System*** offsets the master cyl./booster for increased engine clearance and correct pedal placement. Adjustable pedal ratio. Brake light switch and dash supports included. Available manual m/c, 7" booster or 9" booster

Underdash Mounting System is also available with manual m/c, 7" booster or 9" booster, remote fill system and hydraulic clutch pedal. Some fabrication required.

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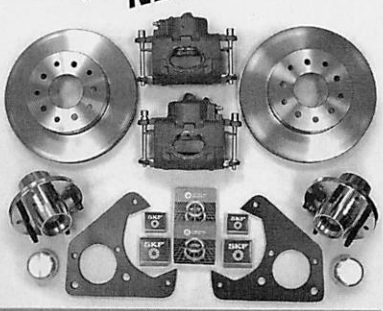
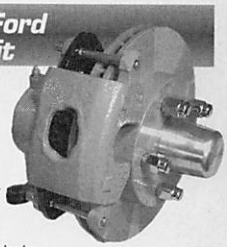


NEW '37-48 Ford bolt on disc kit



New aluminum hubs, 11 in. diameter rotors and BIG piston GM calipers for maximum braking. Outer bracket attachment allows for use on stock or aftermarket spindles, and stock or bolt-on steering arms. Get maximum braking with good looks.

4-1/2" or 4-3/4" bolt circle. ***Complete kits are $525.00***

Chrysler Bolt-On Disc Brake Kits

'37-41 & '46-54 Dodge and Plymouth Cars
'65-72 "A" Body, Dodge and Plymouth Cars
'62-69 "B" Body Dodge and Plymouth Cars

This is a true bolt-on kit that requires no machine work to the original spindle. Kit uses ECI billet hubs, 11" rotors and GM full size car calipers.

SUPER KIT $575.00

GM Muscle Car/Sub Frame Disc kits

Special ECI billet hubs and brackets mount 11 rotors" and big GM calipers to stock drum brake spindles.

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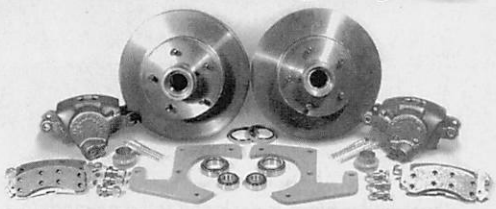

5½" Bolt Circle Disc Brake kits

'37-48 Ford, 37-64 Ford 1/2 ton pickup

Uses larger late model Ford F100/F150 truck rotors with GM full size car calipers.

BASIC KIT $125.00
SUPER KIT $369.95

Mustang II "BIG" Disc Brake kits

Many kits use the smaller T-Bird or metric GM caliper. ECI uses full size GM calipers and 11" GM rotors on billet hubs. ***You get a 65% increase in braking over stock and no wheel offset!***

BASIC KIT (with hubs) $379.95
SUPER KIT $525.00

Ford & GM Disc Brake kits

These kits use full size GM calipers and GM rotors. Ford rotors are available for Ford cars and trucks. No machine work is required. Basic kits include brackets, hardware and bearing adapters where needed. Super kits also include calipers, pads, rotors, bearings, seals.

	GM Discs		FORD Discs	
	Basic	Super	Basic	Super
'37-48 Ford,	$125.00	$349.95	$125.00	$379.95
'49-53 Ford, '52-53 Merc	$140.00	$350.00	$195.00	$375.00
'48-56-F100	$125.00	$349.95	$125.00	$379.95
'74-78 Mustang	$120.00	$369.95	$150.00	$369.95
'28-54 Chevy, '28-59 Chevy P.U.	$150.00	$379.95		
'55-68 Chevy	$140.00	$389.95		
'68-74 GM Muscle Cars		$525.00		

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for **8, 8.8, 9" Ford, 10-12 bolt GM 55-64 Chevy Rears** Uses GM rear calipers with factory parking brake. Kits bolt-on without removing bearings. ***$525.00***

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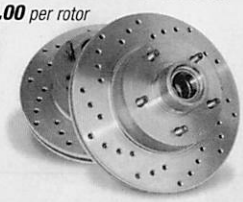
add $40.00 *per rotor*



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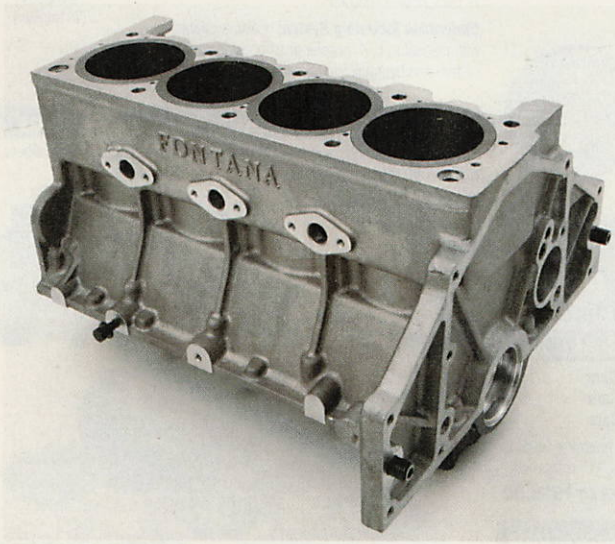
The Fontana four uses an aluminum block and head, side cover and valve cover, either Manley or Victor stainless valves, a Velasco billet crank, Dyer steel H-beam rods, forged pistons, a Crane five-bearing camshaft, really trick pushrods, DSI springs, and roller bearing rocker arms complete with a rev kit that allows an operating rpm in excess of 7,500. The oil system includes a Barnes three-stage dry sump system, which comes with an Olson-fabricated aluminum oil pan for long bearing life, and the MSD crank trigger ignition system makes this little engine dead stone reliable.

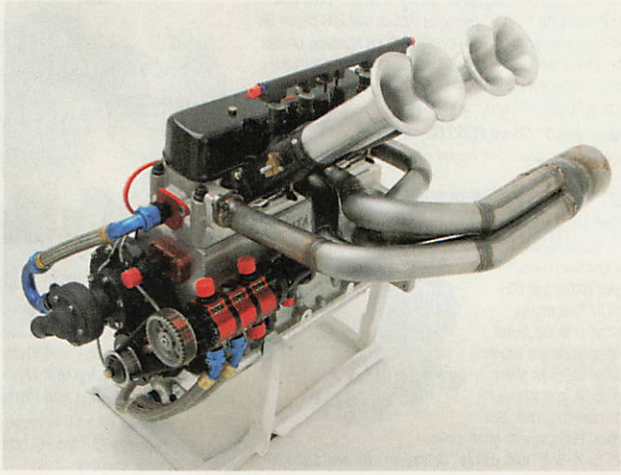
The curve in the distributor is set on the dyno and worked to deliver the best performance possible on pump gas. Being able to dial in a little retard at idle makes this ignition ideal for this particular application, and the exceptionally tunable Hilborn electronic fuel injector instills smooth performance with the compression ratio of 11:1. A rerouted water system (putting the cool water into the head and drawing it out of the block) ensures consistent cooling through the use of a trick Fontana-integrated water pump, and system integrity is maintained with the latest Brown & Miller plumbing. And, while he won't predict the precise horsepower numbers (similar engines on alcohol deliver a maximum of 302 lb-ft of torque at 5,000 rpm and some 352 hp), Joe assures us it will not disappoint. The little 'banger has the look and sound of an old-timey racing engine with the steam of a modern powerplant.

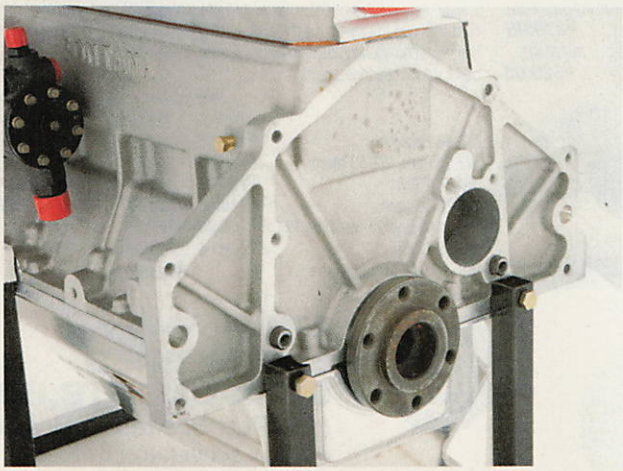
So, if you want to set your little streeter apart from the crowd, try a Tasmanian Devil on for size. SR

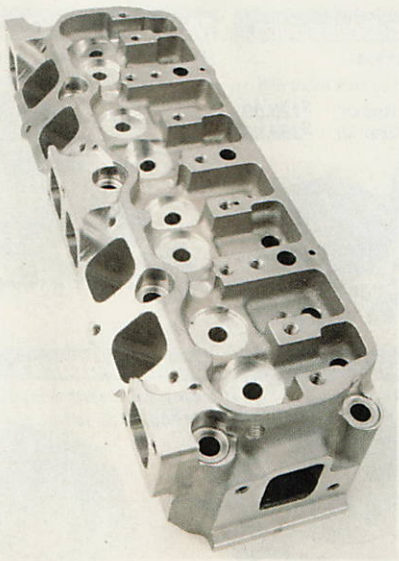
Reverse-flow coolant puts the cool water into the head, and it exits from the block, maintaining even overall operating temperature.



The cylinder block is designed to accommodate a standard Chevy bellhousing.







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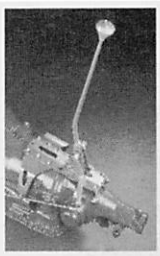

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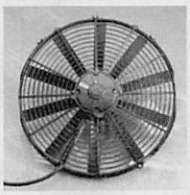

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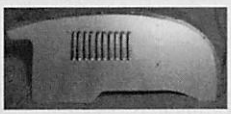

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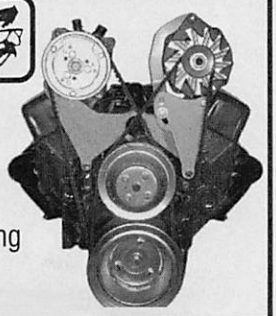

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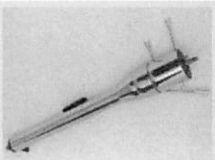

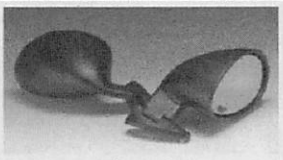

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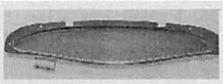

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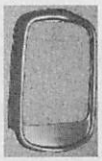

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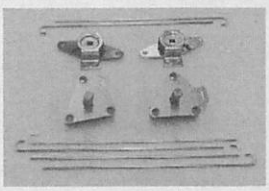

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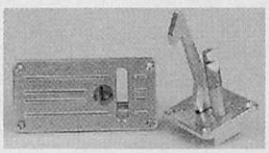

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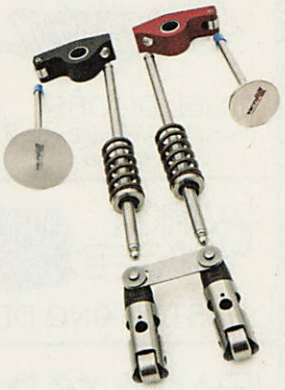

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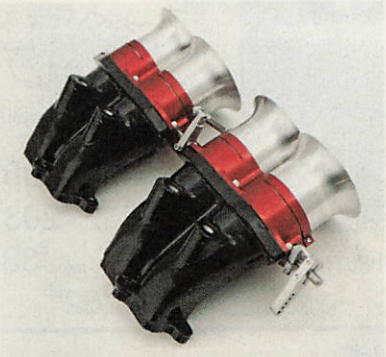

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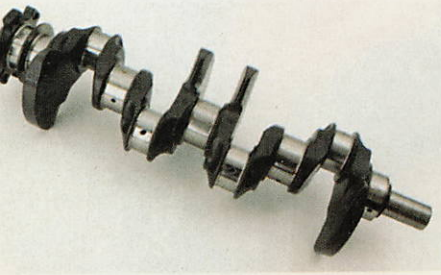
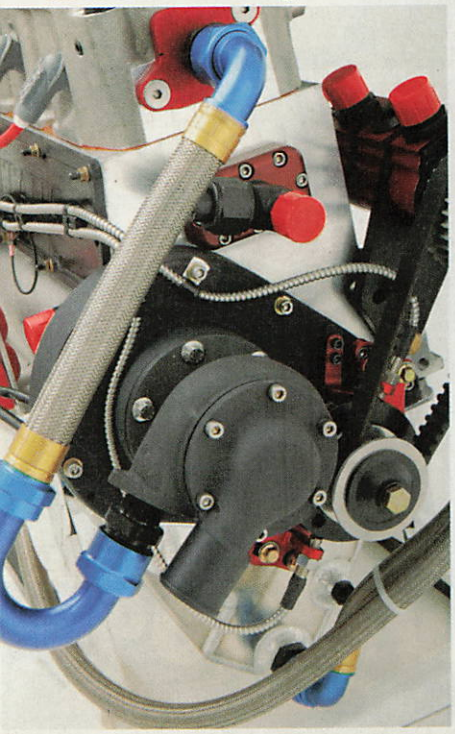
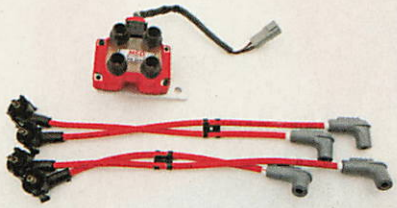


The finish on this Winberg crankshaft is second to none.

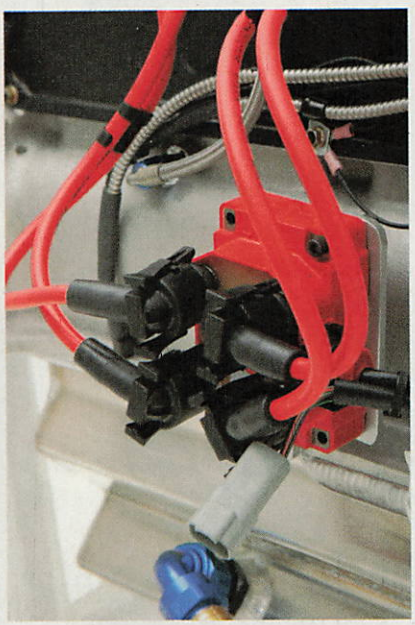
A high-volume water pump is integral with the cast-aluminum housing.



The MSD igniter is programmable to retard at low speeds to provide a smooth idle.



Finishing off the MSD ignition are individual coil and wires.



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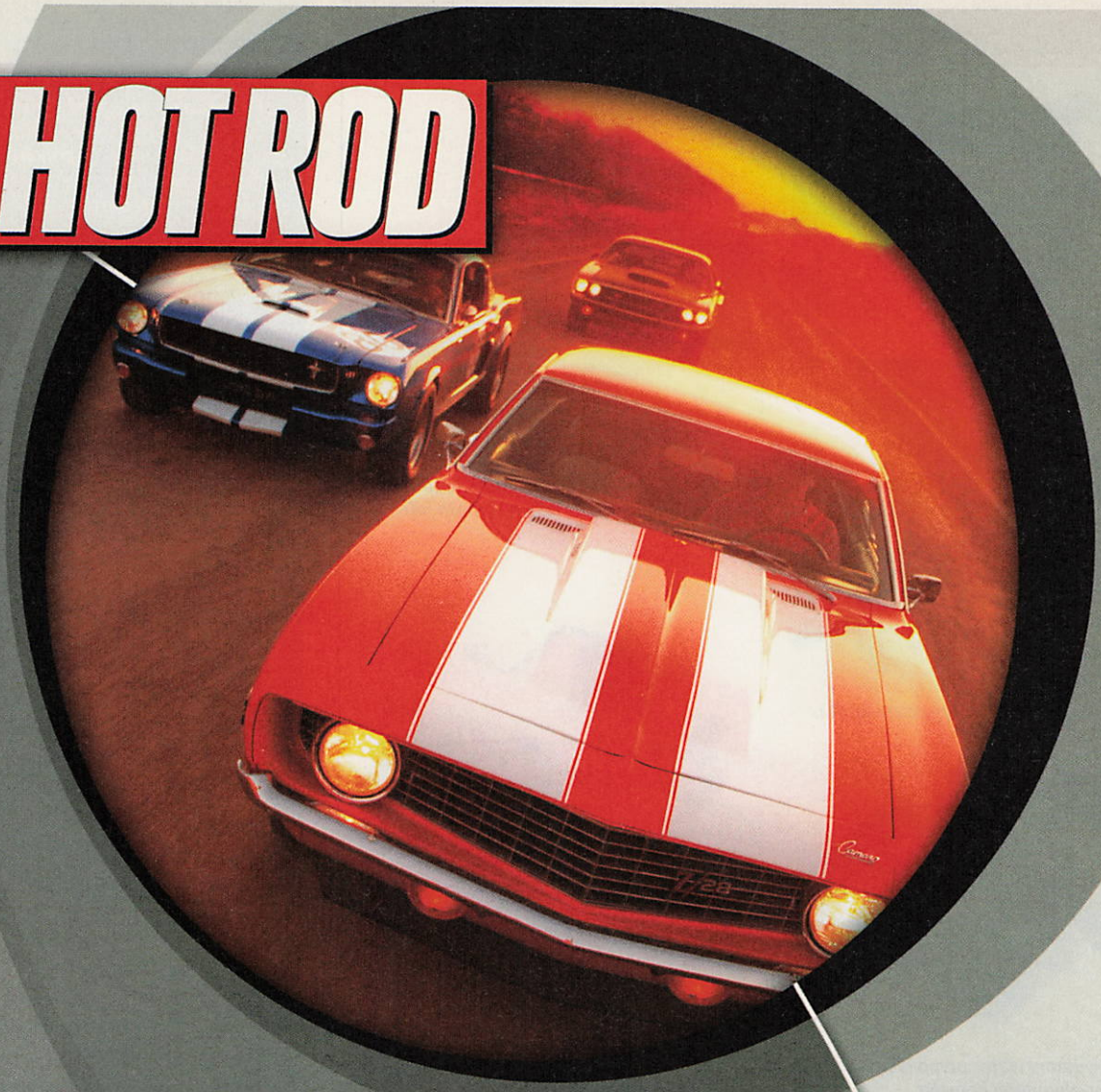

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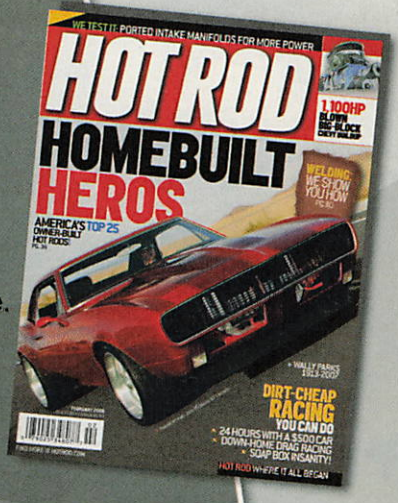
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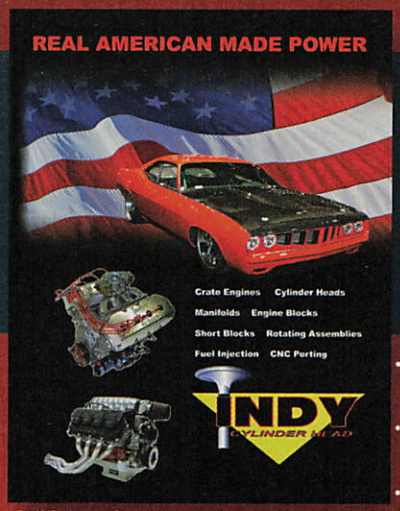

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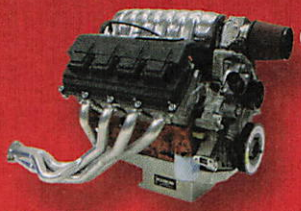

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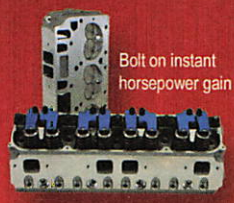

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Boise ROADSTER SHOW

The 36th annual Boise Roadster Show continues to "show"

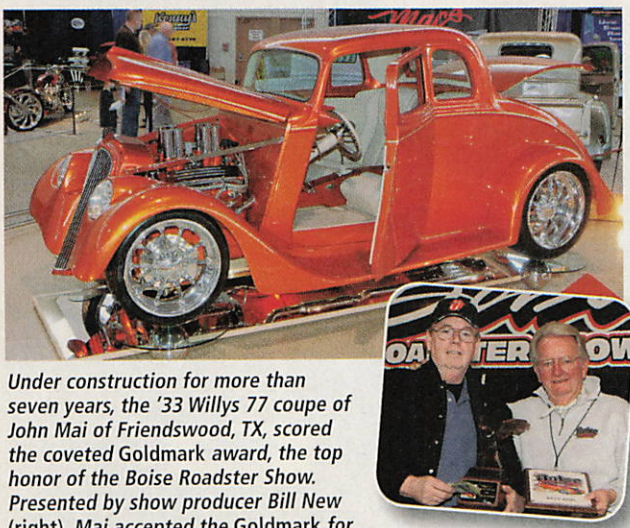
PHOTOGRAPHY BY THE NEW CREW

There are indoor shows in a variety of markets every winter across the country, but then there are shows everyone places on their travel calendar, doing everything in their power not to miss 'em. The granddaddies like Detroit, Pomona, and Blackie's in Fresno are consistently on the schedule of all the prime-time players. Another stop, better known as the Boise Roadster Show, has continued to climb in stature and significance for the past 36 years in western Idaho.

The cars are the stars of this four-day Gem State extravaganza, and the family atmosphere has also helped elevate this show to one of the must-attend happenings of spring. Boise is home to the *Goldmark*, a significant award bestowed upon the overall best entry of the weekend, and people come from miles around to see the contenders.

This year's show attracted the finest array of cars dating back to its inception in the early 1970s. A trio of *Great 8* finishers took up residency at the Idaho event, including John Mai and his '33 Willys coupe from Friendswood, Texas; Rudy Necoechea and his '32 Ford roadster from Sherman Oaks, California; and Ron Valiquette and his '39 Merc 'vert from Las Vegas. Toss in frontrunners like Matt and Colleen Beckdolt with their '54 Chevy from Loomis, California, and Wes and Lori Cagle's Roseville, California–based '70 Camaro, and this certainly made for an all-out contest between five of the premiere cars in the nation, each of which went head-to-head in their quest for the *Goldmark* statue, cash, and embroidered jacket.

Presented by Les Schwab Tires, the Boise Roadster Show recognized one entry as *Best of Show*, and John Mai brought his seven-year build to conquer all challengers, garnering the highly sought-after title. The former GM Performance Series ISCA national champion was very humbled by the accomplishment, and, as he accepted the award, said, "This is one of the finest shows I've attended, and this award is



Under construction for more than seven years, the '33 Willys 77 coupe of John Mai of Friendswood, TX, scored the coveted Goldmark *award, the top honor of the Boise Roadster Show. Presented by show producer Bill New* (right), *Mai accepted the* Goldmark *for his cinnamon-pearl two-tone coupe, which is powered by a Hilborn-injected Lingenfelter Chevy.*

Bill New presented Bill Ross from Yakima, WA, with the Master-Builder Award *after many years of supporting the Roadster Show. Not only did Ross have his own '40 Ford coupe* (pictured) *at the show, but he also had another pair of outstanding hot rods built for friends there, too.*

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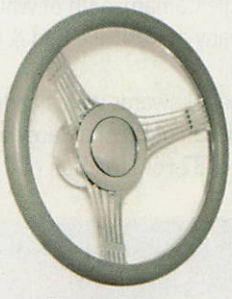

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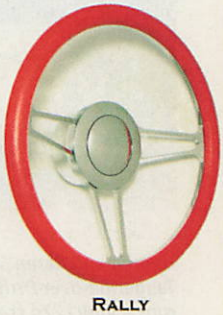


RALLY

Local talent Jesse Griffin built this '39 Ford woodie, finished the day before the show, and it's owned by John Sterling from Eagle, ID.

Twin Falls, ID, resident Cheryl Ringenberg showed her blue metallic-pearl '38 Chevy coupe. The full-fendered ride is powered by a 350 Ram Jet Chevy.

Jack Davis of Boise, ID, showed this '46 Chevy pickup, which runs a 383-inch small-block combination and is painted a two-tone PPG Moss Green and Chrysler Gold.

Ron Valiquette's '39 Merc convertible picked up the Mighty Fine Award, along with a number of outstanding plaques. This Las Vegas, NV–based custom rod is painted DuPont Hot Hues Candy Raspberry and has a 427 LS7 Corvette engine.

one of the highlights of my career." This comes from a guy who previously toured the land with one of the all-time top winners in ISCA, a black '41 Willys coupe.

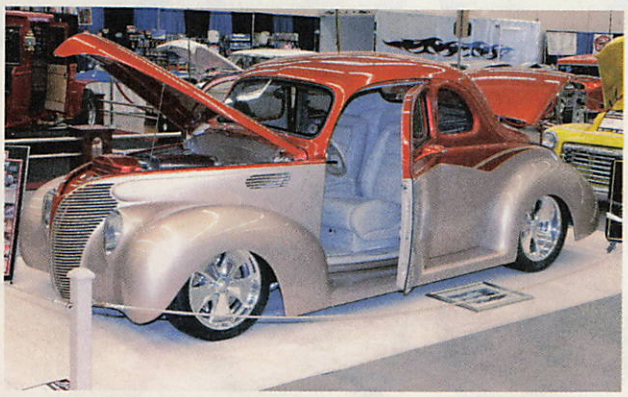
Necoechea, who won the *America's Most Beautiful Roadster* crown in January, went home with the *Trendsetter Award* along with the *Outstanding Altered Rod* plaque. Valiquette earned the *Mighty Fine* accolade, in addition to an *Outstanding Custom Rod* pick. The *Best Custom* prize was swept up by Beckdolt, and *Best Comp-Street Machine* was awarded to the Cagle Camaro, both of which were built by Ben York and company at Roseville Rod & Custom Shop in Northern California.

Several other special awards were handed out, including the *FireRod* plaque on behalf of Firebird Raceway, which went to the Dave Kindig–inspired '32 Ford roadster of Utah's Bill Williams.

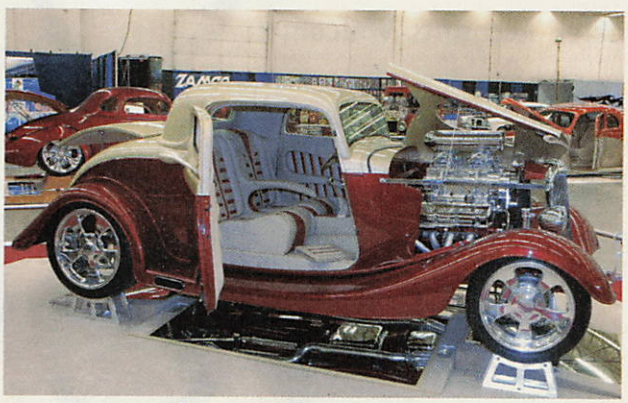
The talented Bill Ross from Yakima, Washington, was selected for the 27th *Master-Builder Award.* A longtime supporter of the Roadster Show, this year Ross had three different traditionally influenced hot rods present, including his own '40 Ford coupe.

Selected personally by show producer Bill New and supervisor Mickey Ellis, the 10th annual *Essence of Cool Award* was presented to John Cherry for the '32 Ford five-window that recently graced the cover of *STREET RODDER*'s April edition. Treasure Valley builder Dick Tompkins also picked one special award, too, selecting the '33 Packard Super 8 coupe of Xander and Regina Wildeisen from Star, Idaho.

The dates are already set for what is shaping up to be a big weekend of fun as the 37th annual Boise Roadster Show returns to Expo Idaho in March 2009. For more information, call (208) 938-8986, or e-mail race@firebirdonline.com. SR



George and Karen Sedlack of Puyallup, WA, brought their PPG Tangerine-over-Driftwood '39 Ford standard coupe to Boise. The car runs a 400ci ZZ4 crate motor.



Vancouver, WA, resident Irwin Schimmel showed up with his chopped '33 Ford coupe, painted Candy Apple Red and Champagne Gold and powered by a 572ci Chevy.

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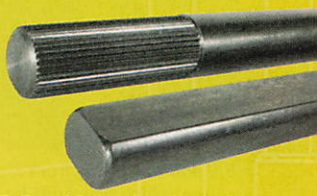

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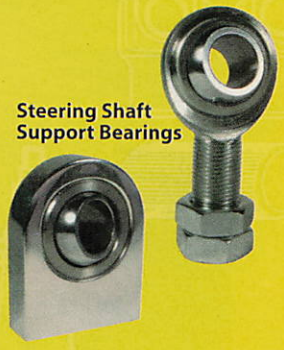

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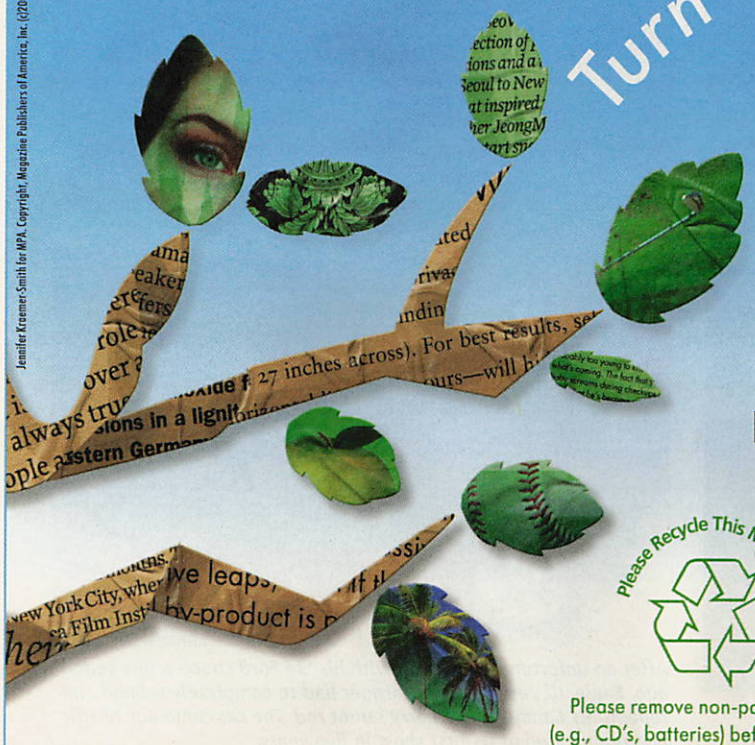

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MPA

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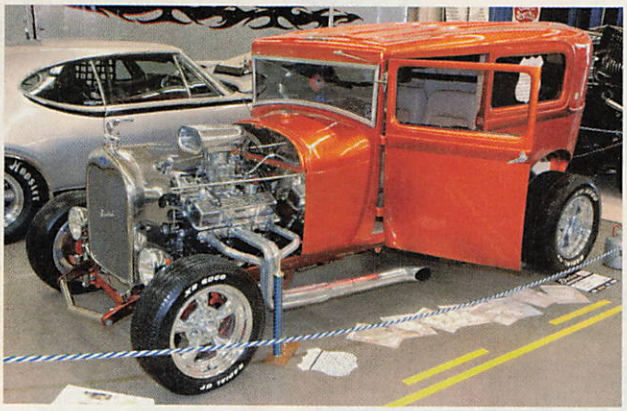
Bill and Dar Fuller from Mountain Home, ID, brought this '48 Ford coupe, which was built by former Master-Builder Bill Batchelor at Batch's Rods & Customs.

John Gilmore from Martinez, CA, built this PPG Champagne Pearl '37 Ford with a Cadillac Northstar powerplant located in the rear of the coupe. The street rod won the Outstanding Engineered honor and the Ol' Jack Thumbs Up award.



The local uncle-and-niece duo of Ernie Barnett and Sandra Krahn teamed up to show this '29 Ford Tudor. Recently finished, the car was driven by way of Arkansas to western Idaho to make its first show appearance.

Mike Hess of Malad, ID, entered his immaculate Dave Kindig–built '37 Chevy coupe. Hess was second in the Radical Custom Rod Coupe division and earned the Outstanding Rod Interior Award.

Scoring the Best Custom title, Matt and Colleen Beckdolt of Loomis, CA, showed their Candy Green metalflake '54 Chevy coupe. Ben York and staff at Roseville Rods & Customs built the chopped custom, which is powered by an injected 576ci combination.

Kent and Terry Bruce from Redding, CA, own this Candy Tangerine '37 Ford sedan, powered by a blown 383 LT-1. They claimed Second Place in the Radical Custom Rod Sedan class.

This famed Tony Nancy '29 Ford roadster was shown on behalf of America's Car Collection by Dave Bengochea of Winnemucca, NV.

After an unfortunate accident with his '34 Ford coupe a few years ago, Eagle, ID, resident Phil Gardner had to completely rebuild and repaint his Candy Black Cherry street rod. The car came out terrific and reappeared at its first show in five years.

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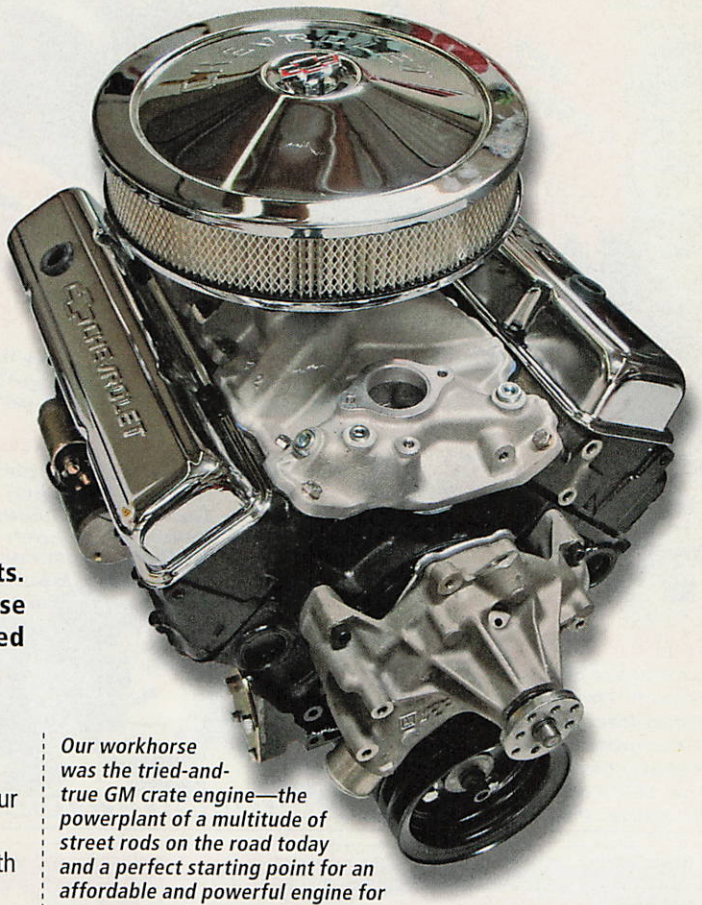
Crate Creations

Bumpstick bounty

In the last six months or so, we've been upgrading a pair of small-block V-8s—a Chevy and a Ford—by starting with stock crate engines, adding an assortment of aftermarket goodies, and then testing the engines on the dyno to eyeball all improvements. Hopefully, you've been following along; for those who missed the first few installments, we started out with a 290hp crate Chevy small-block that actually baselined at a more than respectable 309.5 hp—not too shabby for an extremely affordable crate engine.

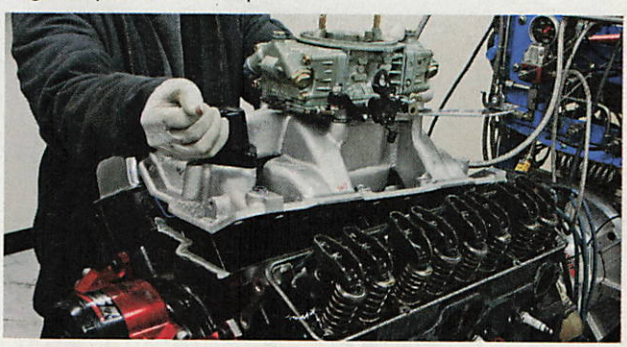
This time, we went back to the small-block Chevy and our dyno experts at Westech to do a final bit of swapping and testing. The engine was initially equipped for these tests with a Weiand Air Strike intake manifold, a 650-cfm Holley carb, Hedman 1-¾-inch primary tube headers, Magnum mufflers with 18-inch collector extensions, and an HEI distributor system. To this configuration, and for these new tests, we added a pair of RHS cylinder heads, a set of COMP Magnum roller rockers, and a trio (not at the same time, of course) of cool new flat-tappet Thumpr camshafts from COMP Cams.

In actuality, our focus was not only on achieving substantial gains in horsepower and torque but to also experience for ourselves the features of COMP's Thumpr camshafts, as we've been dyin' to hear its signature high-performance lump—not exactly a scientific endeavor, but a fun diversion for a hot rodder. For those who aren't familiar with the Thumpr, it's a COMP camshaft design that delivers true high-performance engine sound by "tightening" the lobe separation angle of the camshaft. This tightening creates more overlap between exhaust and intake events and the wild thump gearheads love. It's a pretty simple science, actually, and while logic would have you believe power is lost due to this overlap, results have shown the performance is actually up over similar camshafts due to COMP Cams' innovative lobe designs. Thumprs are available for small- and big-block Chevy, small-block Ford, and small-block Chrysler engines. They're available in three sizes for each application—the Thumpr, the Mutha' Thumpr, and the Big Mutha' Thumpr—and are simple drop-in units that don't require any other engine mods other than a check of valvespring condition, which would be the case with any cam swap.



Our workhorse was the tried-and-true GM crate engine—the powerplant of a multitude of street rods on the road today and a perfect starting point for an affordable and powerful engine for any street rod.

That said, we tested the trio of new flat-tappet Thumpr camshafts on the Westech dyno over the course of three days, and, as we said a bit earlier, we added a set of RHS as-cast, assembled aluminum cylinder heads (PN 12023-01: 180cc runner volume, 64cc chambers, angle plug design) to that starting mix. The dyno test was run through a range of 2,600 to 6,000 rpm, and several tuning tests were completed for each part's configuration, with the three best pulls averaged together to create a fair representation of the engine's power and torque.



This set of testing required us to reconfigure the small-block, yet again. The guys at Westech pulled the engine down to short-block form in preparation for a new series of baseline pulls.

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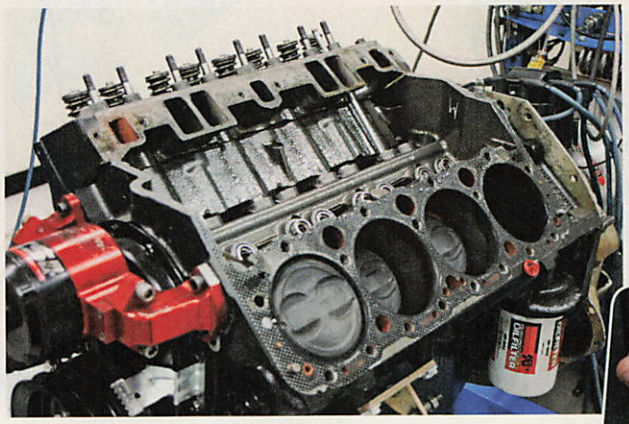
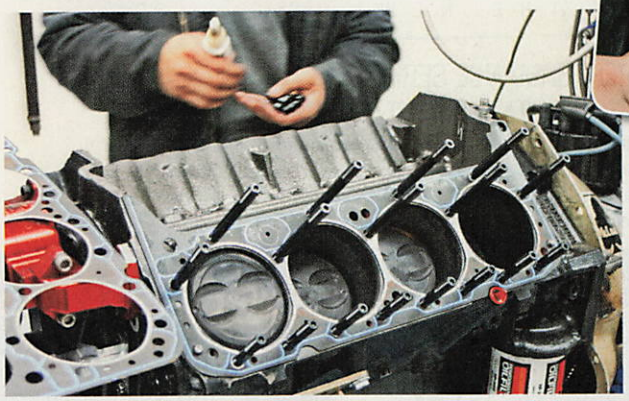
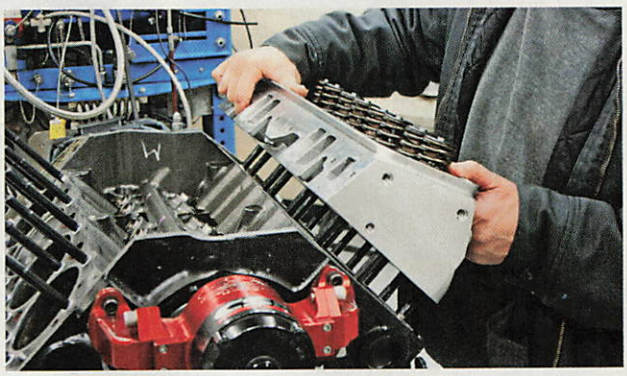


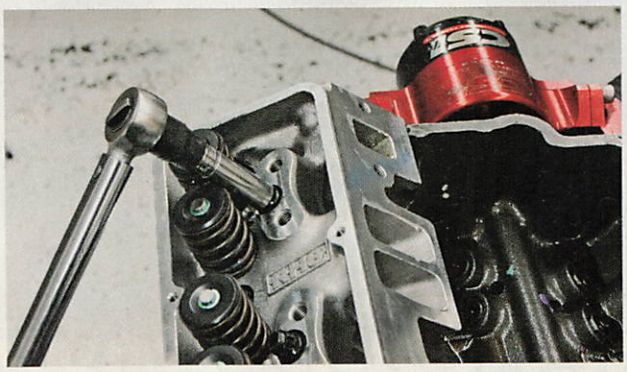
The original intake and iron GM heads were removed first, and a set of studs were prepped to replace the OEM head bolts.



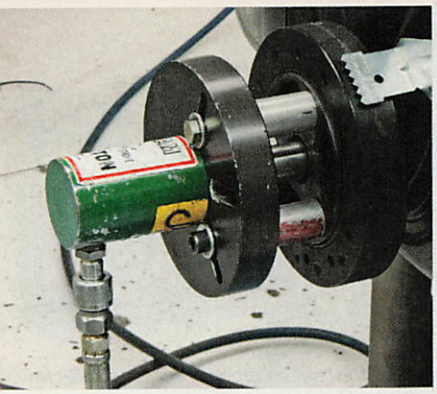
With a dollop of sealer applied to the studs, they were installed in the deck of the small-block Chevy and torqued in place.



The first upgrade was the installation of a pair of RHS (PN 12023-01) aluminum cylinder heads with a 180cc runner volume, 64cc chambers, and an angle plug design. Multi-angled intake valve seats, radius exhaust valve seats, an improved valve guide design, highly efficient water jackets, manganese intake valve guides, bronze exhaust valve guides, hardened valve seats, and extra-thick deck faces are hallmarks of these RHS Pro Action cylinder heads.

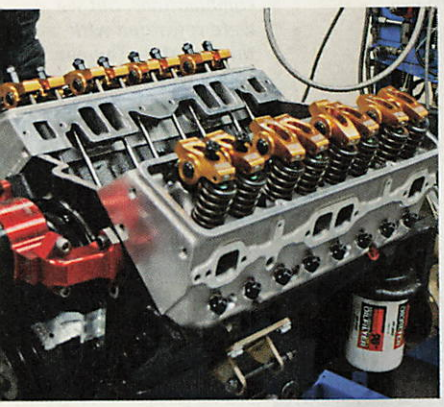


As is the case with any cylinder head installation, proper torque pressure and sequence is essential for proper sealing and head gasket life.



With the heads in place and properly torqued, we were ready to swap out the stock cam for the first of three different Thumpr grinds to be tested. Here, you can see the balancer removal and installation tool used by Westech—no dime-store pullers and rubber mallets for these professionals.

The cam removal and installation process is identical in any cam configuration; this one was repeated three times for our series of tests. The first Thumpr (PN 12-600-4) tested was the tamest of the three, with a 279/297 duration, a 2,000-5,800–rpm range, and a 0.479 intake/0.465 exhaust lift.



With the first of the Thumprs installed, the guys also swapped out the OEM rockers for a set of COMP Magnums that was used for this and all subsequent testing.

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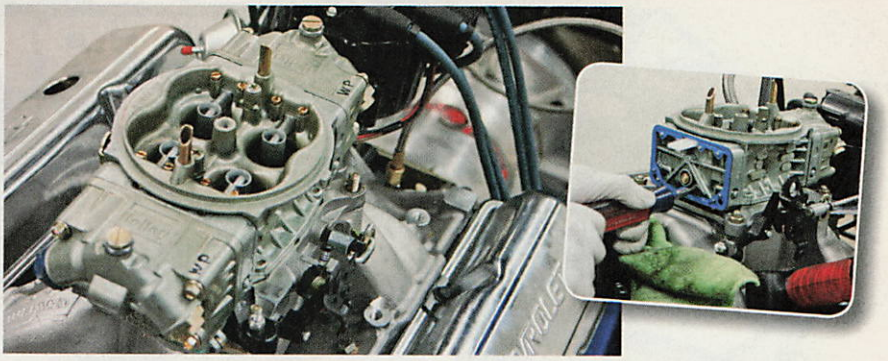
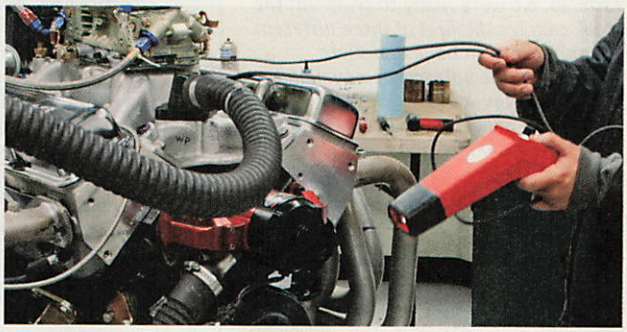
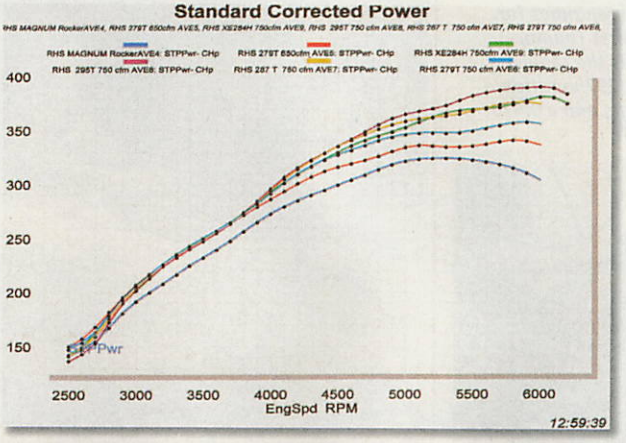


The original carb was found to be lacking, so the guys at Westech swapped it out for a 750-cfm unit and tuned it appropriately to rectify the problem. The unit was used throughout all the testing.



The ignition timing was checked and set to parameters in sync with each profile after each cam swap.

All testing was, of course, completed on the same dyno (although, Westech has more than one engine dyno at its huge facility) and comparable conditions for accurate results.



The collective info on the comparable testing speaks for itself. Not only did we gain impressive measurable results with all combinations, but we were rewarded with the signature Thumpr sound with each cam. Now, not only do you have the opportunity to improve the horsepower and torque of your street rod engine, but you'll also enjoy the thumpin' sound of a race car at the Christmas tree. Check out the sidebar at right for more specifics.

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Thumpr Cams Used and Subsequent Dyno Results

1. Baseline result before ***Thumpr*** *install*

Peak power	318 hp, 355 lb-ft torque
Average power	265.9 hp, 327.7 lb-ft torque
Vacuum noted	15 inches

2. ***Thumpr Cam*** *(PN 12-600-4); 279/297 duration; 2,000-5,800–rpm range; lift: 0.479 intake / 0.465 exhaust*

Peak power	357 hp, 387 lb-ft torque
Average power	292.4 hp, 358.9 lb-ft torque
Vacuum noted	9 inches

3. ***Mutha' Thumpr Cam*** *(PN 12.601-4); 287/305 duration; 2,200-6,100–rpm range; lift: 0.489 intake / 0.476 exhaust*

Peak power	376 hp, 393 lb-ft torque
Average power	299.5 hp, 365.6 lb-ft torque
Vacuum noted	7.5 inches

4. ***Big Mutha' Thumpr Cam*** *(PN 12-602-4); 295/313 duration; 2,500-6,500–rpm range; lift: 0.500 intake / 0.486 exhaust*

Peak power	390 hp, 395 lb-ft torque
Average power	302.9 hp, 368.3 lb-ft torque
Vacuum noted	5.5 inches

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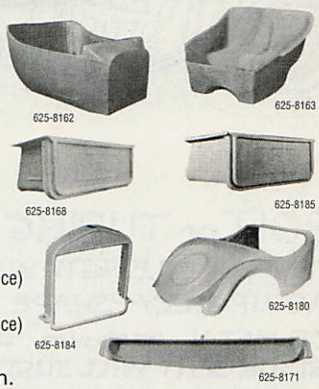

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- Top, front, and rear of axle spring mounting
- Spindles: '28-'48 Ford, '49-'54 Chev, '60-'66 Econoline

The CLASSIC – $409
0-2-3-4-5-6-7" Drop

The ROADSTER – $399
2" Drop available.

Add $10.00 for special width axles. Add $20.00 for 36" radius rods.

MAS Dual Spring Suspensions

Kit includes axle, spring, shackles, mounting brackets, U-bolts, spring pads.

The DEUCE – $369
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AXLE Only – $199
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When ordering specify:
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Forged Spindles available from $149.
– '28-'48 Ford, '49-'54 Chev

King Pin Kits from $39.

Spindles with Fitted King Pins from $209.

MAS Urethane Bushings

Set of 8 urethane bushings, steel sleeves.
625-1000 • $25

MAS 4 Bar Ends & Bushings

With jam nut

1/2" RH – 625-529 • $10 each
5/8" RH – 625-429 • $11 each
5/8" LH – 625-429L • $14 each
3/4" RH – 625-329 • $14 each

Complete Disk Brake Kits
– with 11" rotors, from **$239.**
– with 9-1/4" rotors, from **$249.**

Aluminum Radiators

1917-23 Ford **$419**
1932 Ford **$449**

Custom applications available – call for pricing.

Aluminum Fuel Tanks

Satin finish, spun aluminum. Mounting brackets and chrome cap included. 2-1/4" neck - 1/2" outlet.

353-2 gal. 8" x 12" **$104**	**353-10 gal.** 10" x 30" **$124**
353-3 gal. 8" x 16" **$104**	**353-11 gal.** 10" x 33" **$134**
353-5 gal. 8" x 24" **$109**	**353-14 gal.** 10" x 42" **$164**
353-6 gal. 8" x 30" **$114**	**353-15 gal.** 10" x 45" **$174**
353-7 gal. 8" x 33" **$119**	

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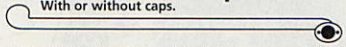
5 Gauge Street Rod Kit
Electronic **$265** • Mechanical **$179**

MAS CHROME

Chrome Plated Lake Pipe Kits

With or without caps.



Length	2" w/o caps	2" w/caps	With 3 caps
60"	355-1260 $109	355-1263 $119	355-1264 $179
70"	355-1270 $114	355-1273 $129	355-1274 $184
80"	355-1280 $119	355-1283 $139	355-1284 $189

Chrome Brackets. $5.99 each.

Chrome Alternators*

TUFF STUFF PERFORMANCE ACCESSORIES

7127 NB	GM 80 amp, 1wire	$84.99
7127 ND	GM 100 amp, 1wire	$94.99
7068 ND	Ford, 100 amp, 1wire smooth back	$109.99

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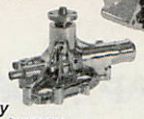
1354 NA	GM short	$74.99
1449 NA	GM long	$84.99

New Smooth Casting Show Quality

1394 NB	GM Polished Alum, short	$119.99
1511 NB	GM Polished Alum, long	$129.99



Chrome Starters*

3510 A	GM full size	$109.99
3124 A	Ford 2-bolt	$119.99
3131 A	Ford 3-bolt	$119.99

Gear Reduction Mini Starters

6584 A	GM , 1.9 H.P.	$169.99
6772 A	GM Super, 2.6 H.P.	$199.99
6585 A	Ford Sm. Blk., 1.9 H.P.	$179.99
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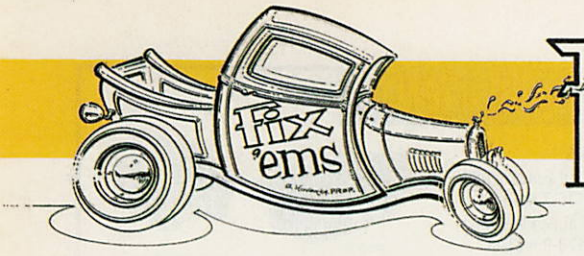
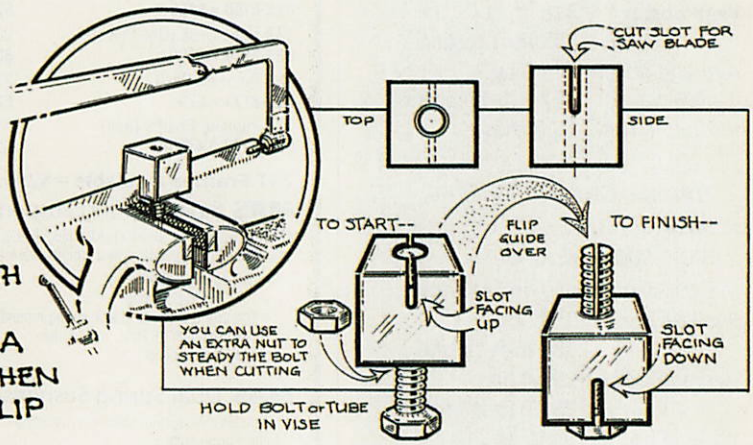


fix 'ems

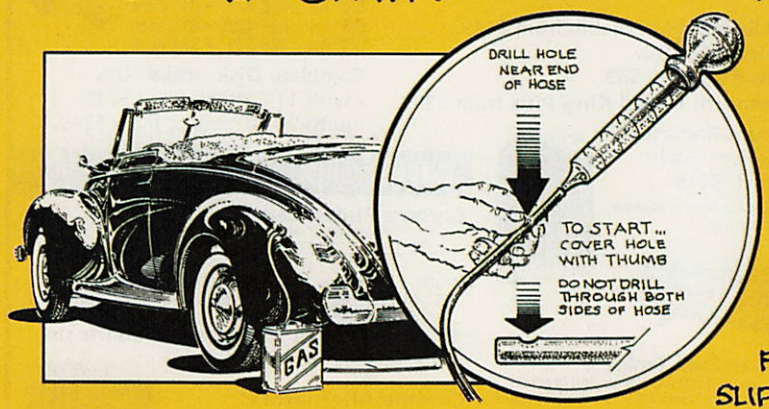
BOB HOYERKA

BOLT or TUBING GUIDE

TO MAKE LENGTHWISE CUTS ACCURATELY--SHAPE A BLOCK OF METAL as shown. DRILL THE GUIDE SO IT WILL JUST FIT OVER THE BOLT or TUBE. CUT A SLOT FOR THE SAW BLADE, APPROX. ½ WAY DOWN. TO USE--START CUTTING WITH THE GUIDE OVER THE BOLT or TUBE and THE SLOT FACING UP. AN EXTRA NUT CAN BE USED TO STEADY IT. WHEN THE GUIDE NEARS THE BOTTOM, FLIP IT OVER TO FINISH THE CUT.



FOR THOSE WHO DRIVE 'em...

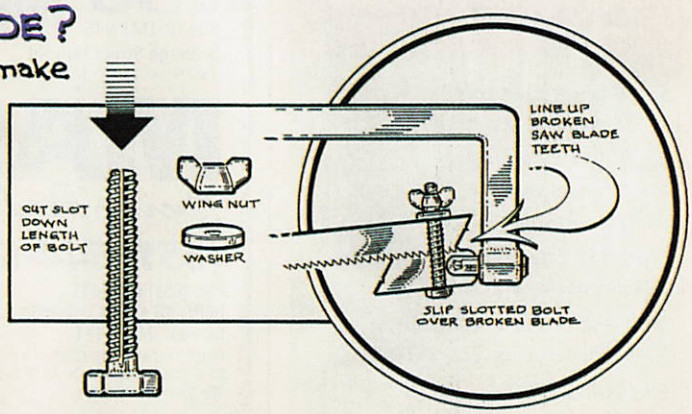


NEED A HANDY SIPHON?

A PLASTIC-not glass- BASTER and A LENGTH OF HOSE WILL DO IT. DRILL THROUGH ONE SIDE OF THE HOSE, NEAR ONE END. SLIP THE HOSE ON THE BASTER. PUT THE OTHER END INTO THE LIQUID. COVER THE HOLE WITH YOUR THUMB and SQUEEZE THE BASTER. WITH THE HOSE OVER THE CONTAINER, RELEASE YOUR THUMB and THE LIQUID WILL FLOW OUT THE HOLE. CAREFULLY SLIP THE HOSE OFF THE BASTER and INSERT IT INTO THE CONTAINER.

SNAP YOUR LAST HACKSAW BLADE?

Here's something you might want to make up to keep in your toolbox for next time. GET A BOLT, WASHER and WING NUT. SLOT THE BOLT LENGTHWISE (see bolt or tubing guide above) FIT THE TWO PIECES OF BLADE TOGETHER as shown. SLIP THE BOLT OVER THE BROKEN BLADE, ADD THE WASHER and WING NUT, TIGHTENING UNTIL THE TEETH ALIGN and THE BLADE IS FIRM.



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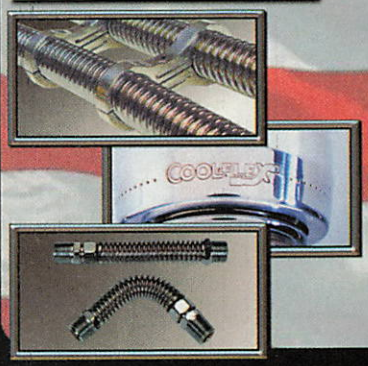

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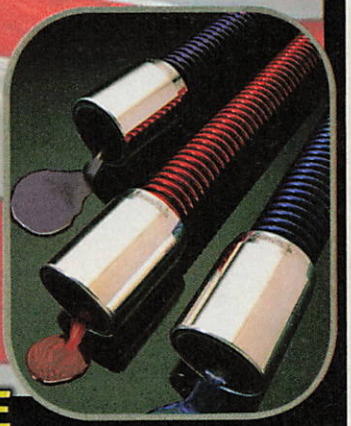

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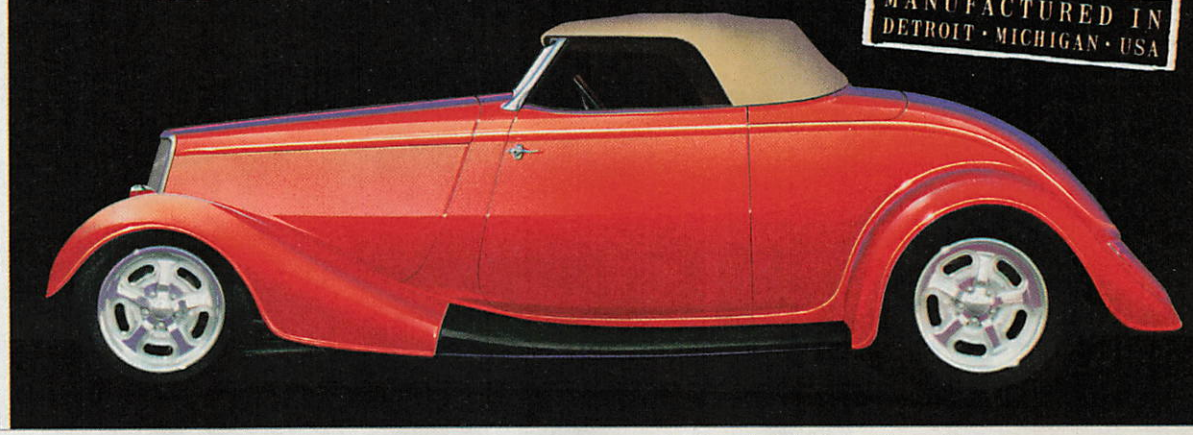

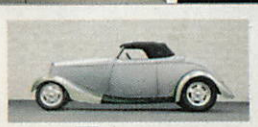

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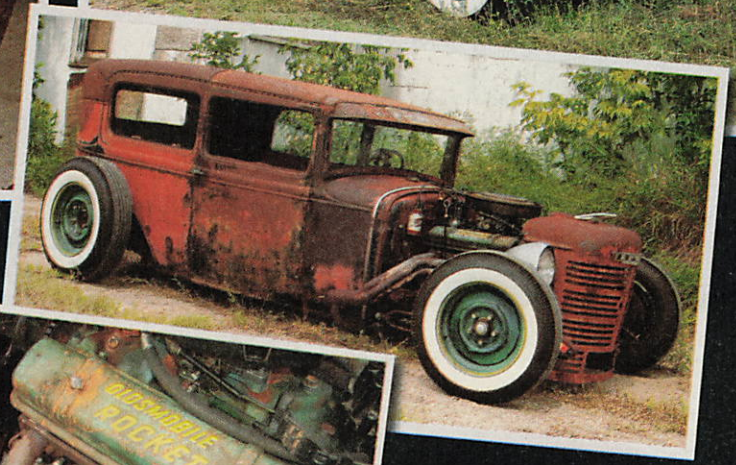
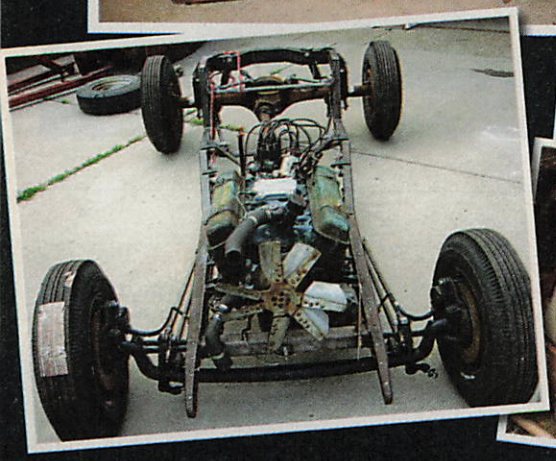
EARLYIRON

BY RYAN MANSON | ryan.manson@sourceinterlink.com

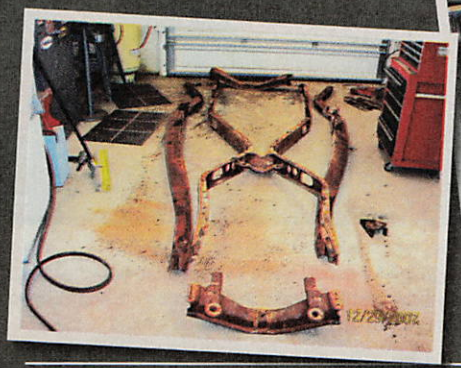
Zack Kurth started with a rough Model A Tudor sedan body, took 3 inches out of the top, channeled it 4 inches over the Z'd chassis, and placed the whole assembly on a Speedway tube axle up front and a '78 GM van rearend.





Motivation for the bare-bones sedan is provided by a '72 small-block Chevy topped with Olds Rocket valve covers.

We ran a few shots of Dick Shaw's '37 Dodge in the "Early Iron" column back in our Feb. '08 issue and thought we'd include an update on Dick's latest project—this '37 Ford sedan. Looks like he's well on his way to blowing apart the chassis and getting rolling! We'll keep you guys posted as the '37 comes along.



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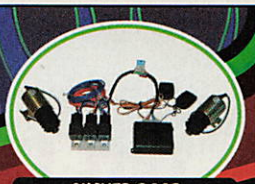

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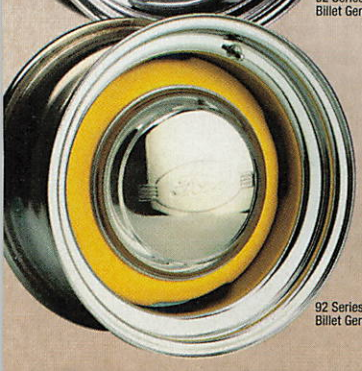

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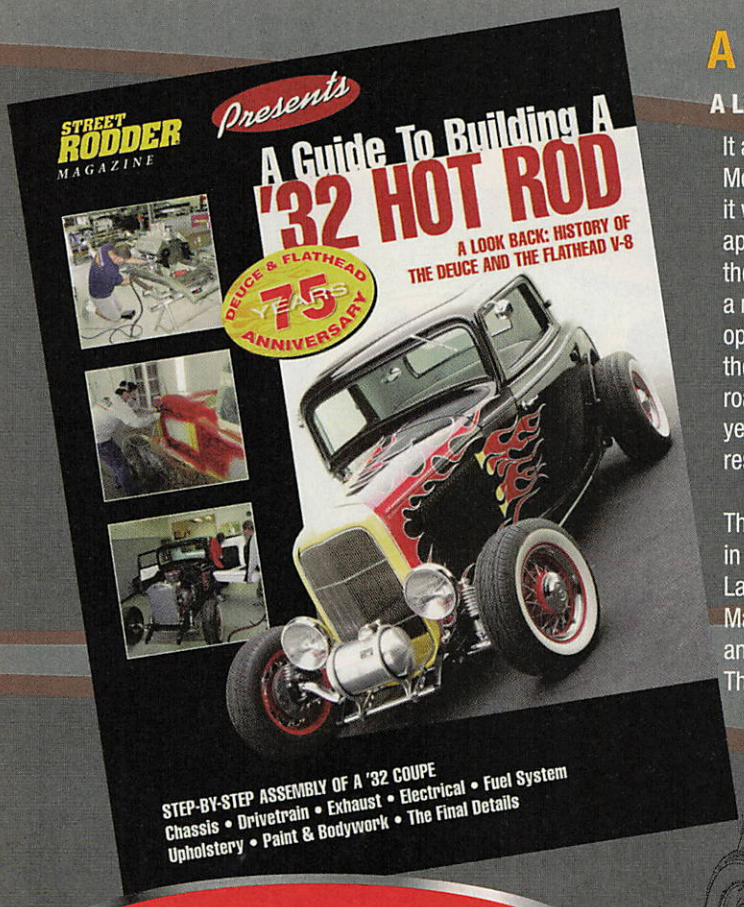
A Guide To Building A '32 Hot Rod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Presents
A Guide To Building A '32 HOT ROD
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STEP-BY-STEP ASSEMBLY OF A '32 COUPE
Chassis • Drivetrain • Exhaust • Electrical • Fuel System
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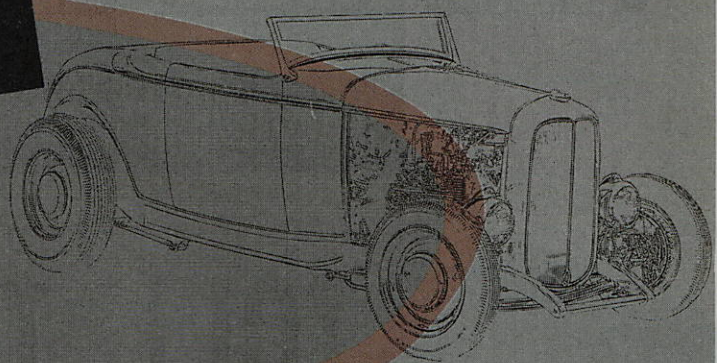
A LOOK BACK: HISTORY OF THE DEUCE AND THE FLATHEAD V-8

It all started back in 1958 when a young hot rodder named Thomas McMullen bought a Chevy – powered '32 Ford Roadster. And although it would eventually see many incarnations, it was the version that appeared on the cover of HOT ROD Magazine in April'63 that would set the standard for years to come. Tom McMullen would also go through a number of changes throughout the years, beginning with the opening of his first shop, and culminating in McMullen Publishing Co., the flagship of which was our very own Street Rodder Magazine. The roadster was featured in numerous automotive magazines over the years, eventually becoming a milestone car in its own right. It's been restored, cloned, and modernized, but never like this.

The 2007 PPG Street Rodder Magazine Road Tour Car made its debut in January at the Grand National Roadster Show in Pomona, California, Lacking a few loose ends, which were tied up by the help of Herbie Martinez and Jeff Styles taking a brush to steel to outline the flames and pin striping the body just like the original McMullen Roadster. The GNRS little deuce coupe was finished and ready for the Road Tour.



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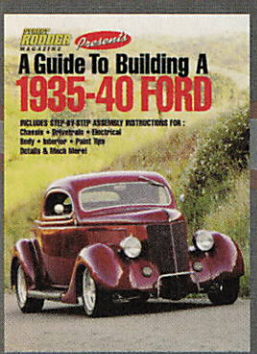

A Guide to Building a 1935-40 Ford

Step-by-step assembly instructions and photos guide you every inch of the way. Complete information on the chassis, drivetrain (including tips on engine, transmission, rearend selection, and performance), electrical, interior and more. Everything you need to build your 1935-40 Ford.

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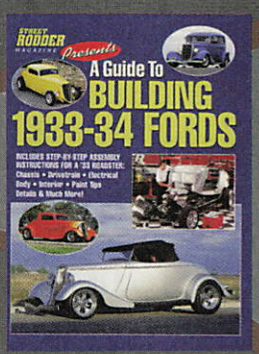

A Guide to Building 1933-34 Fords

A must for anyone who is considering building a 1933-34 Ford street car. Reduce assembly time and eliminate expensive mistakes with this comprehensive, step-by-step assembly guide.

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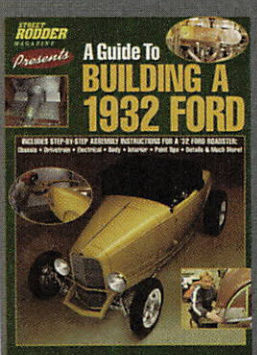

A Guide to Building a 1932 Ford

Step-by-step assembly instructions for a '32 Ford roadster, chassis, drivetrain, electrical, body, interior, paint tips, and much more! Hundreds of photographs, tips, and information to help first-time and old-time street rodders alike.

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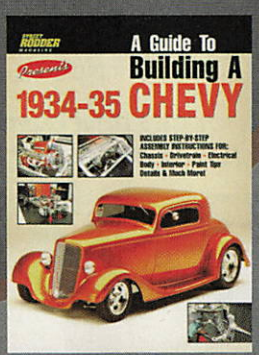

A Guide to Building a 1934-35 Chevy

The 1934-35 Chevrolet has always been a popular choice with rodders. With the availability of a chassis, powertrain, and all the other parts and pieces required to build this Bow Tie, it has moved this tried and true favorite nearer the top of desirable builds. This manual shows you how to develop a chassis and outfit it with a powertrain and suspension and subsequently moves on to the body and paintwork. From here there are tips on upholstrey, wiring, air conditioning, and other interior appointments.

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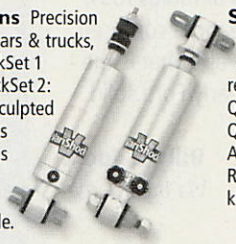

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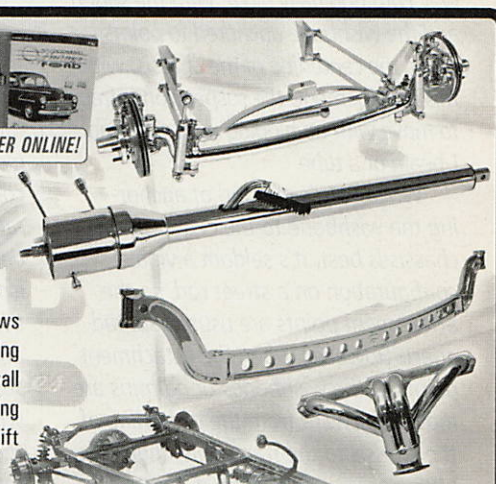

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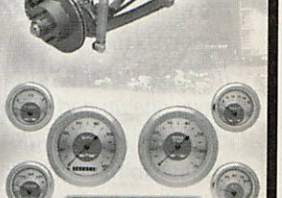

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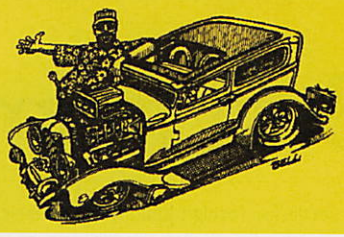


THE GREAT DEBATE

Q I've read different opinions on what kind of solid front axle, I-beam, or tube should be used with what kind of radius rods, and the more I read the more confused I become. Once and for all, what is the right way to set up an early Ford solid axle front suspension?

Billy O'Toole
Via the Internet

A *The debate on this subject continues, and it probably will for as long as hot rods exist. But, let's try a different approach and look at it from two perspectives—first, the right and wrong way to do it, and, secondly, what actually works.*

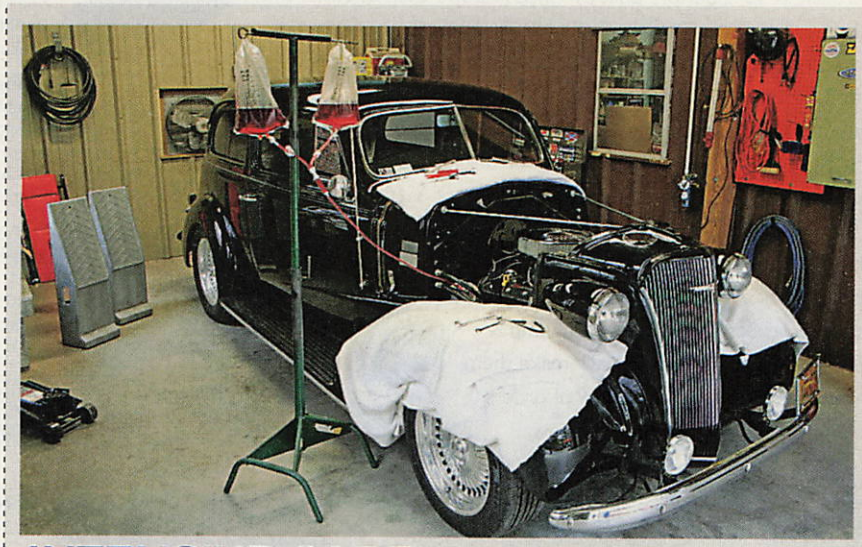
The fact is the only right way to install a solid axle and a transverse spring is the way Ford originally did it, with the spring and the wishbone anchored to points down the centerline of the chassis; with this arrangement, the suspension is free to move with no binding with either an I-beam or a tube.

While Ford's method of anchoring the wishbone to the center of the chassis is best, it's seldom a viable configuration on a street rod, so the attachment points are usually spread apart. However, when the attachment points of the wishbones or hairpins are moved outward from the centerline of the chassis to the framerails, their axle ends now travel through different arcs when the car leans in a corner or the wheels encounter bumps individually. So, the end of one radius rod moves up, the other down. To get an idea of what happens, stick your arms straight out in front of you with your fingers extended, move one up and the other down, and then look at the angle of your fingers relative to the floor. Now, imagine what happens when an axle is attached to a pair of split radius rods—something has to give.

Although it's not a perfect arrangement, an I-beam will twist enough to compensate for the difference in the radius rods' arcs. Is it the right way to design a front suspension system? No, it isn't. Will it work? Yes, it will. Now, take the same split radius rods (or hairpins), and use them with a tube axle. The suspension will work fine if both wheels encounter bumps together, but the suspension will bind if the wheels move up and down independently, because the tube axle will not twist; in this scenario, a tube axle becomes an immovable antiroll bar. That's why cars so equipped will usually corner very flat, and, while that's often desirable, it's happening for the wrong reasons.

So, what's the down side? In a light car, the worst that usually happens is one wheel will "unload" or lift. However, on heavier cars, the binding that takes place puts added stress on the radius rods and their mounting brackets. But, will it work? Yes, it will. But, a better choice with a tube axle would be four-bars, which would eliminate binding.

Let's summarize all this with a general statement: Tube axles are best with four-bars, while I-beams work with any locating system. In my opinion, try to keep the frame ends as close together as possible if you use split radius rods, especially if you're using a tube axle (although, I still prefer an I-beam). An I-beam works best if the radius rods (or hairpins) are to be anchored outboard at the framerails.



INTENSIVE CARE

My buddy and I were putting a new ZZ4 engine in his '37 Chevy, and we discovered the filler tube to be extremely small when it came time to fill the trans.

We decided there must be a better way rather than stand there all night holding a funnel. I called a nurse friend of mine and asked her to get us a couple of IV bags and some tubing. It worked great!

I would recommend this to anyone. It was a super time-saver.

Johnny Wimer
Monroe, VA

NEW MATH

We received a question on the number of carburetors used on the straight-eight Buick in Steve Kaiser's truck, featured in the Mar. '08 STREET RODDER *magazine ("Abbreviated 1-Ton,"*

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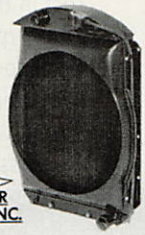

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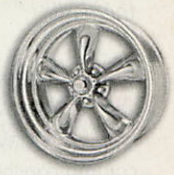

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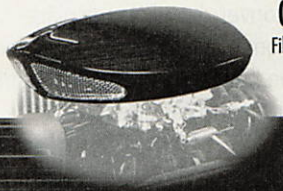

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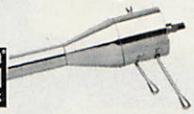

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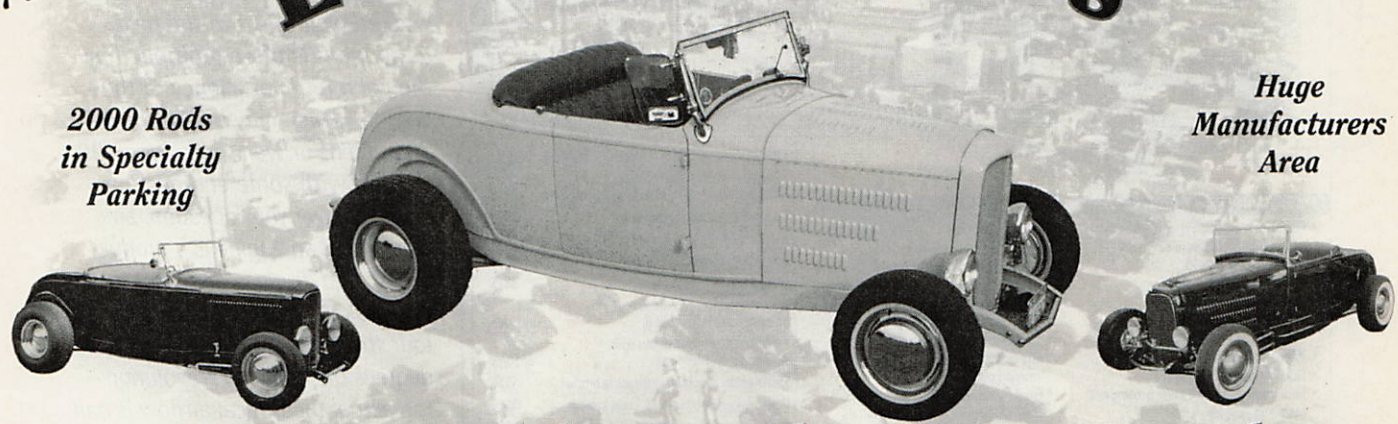

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page 134). In our response, we used a formula that's often used to determine the carburetion requirements of an engine. Our answer generated several questions about the validity of the formula; here is one that represents them all.

Q I am writing concerning an answer you provided in the May '08 "Shop Manual" column concerning the carburetion on Steve Kaiser's truck. If we are looking for the volume, would we divide the displacement (in cubic inches) by the equivalent of 2 cubic feet (3,456 ci), rather than 1 cubic foot (1,728 ci)?

I think the conversion factor is incorrect in the formula that was provided: cfm = rpm x displacement (ci) x 1 cubic foot ÷ 3,456 ci, unless there is some reason we are dividing by 3,456 without it representing 2 cubic feet (a unit less constant).

If we assume 1 rpm is equal to the displacement of the engine, then I believe the conversion of displacement from cubic inches to cubic feet should only use the 1 cubic foot (1,728 ci) equivalent.

Back to the original question, I would say they really do need six carburetors to get sufficient mixture, and the formula should be 5,000 rpm x 322 ÷ 1,728 = 931.7 cfm.

Note: The units must cancel for these conversions to work. Now, one carb equals 160 cfm. Therefore, at 5,000 rpm, we will need 5.8 (or six total) for this engine to properly breathe. That is, unless the "3,456" is a constant that has no relationship to the conversion of the displacement from cubic inches to cubic feet.

Have I missed something? Thanks for your time to consider this.

Larry E. Burnworth
San Rafael, CA

A *We've tried a number of simple formulas; everything from carburetor cfm should be twice the displacement less 15 percent for a stock engine, and 5 percent for one that is modified. The formula used in the "Shop Manual" column you made reference to is kind of an old, familiar standard that has worked well for us in the past, although it is often multiplied by the volumetric efficiency of the engine, which may be as low as 70 percent or well more than 100 percent with some engines.*

To answer your question, air capacity of an engine is a product of rpm and displacement, but, as the intake stroke only occurs once in four strokes of the piston—or 720 degrees of crankshaft revolution—the actual theoretical airflow is half the displacement, so the formula would be: air capacity = rpm x displacement ÷ 2.

As you pointed out, 1 cubic foot is 1,728 ci, so the formula becomes: air capacity = rpm x displacement ÷ 2 x 1728, or 3456.

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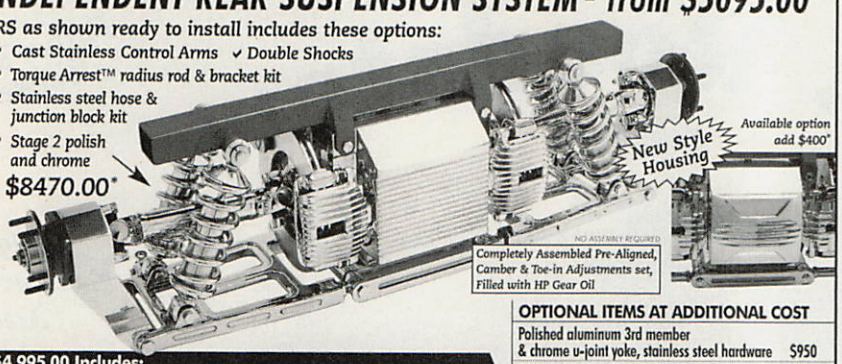
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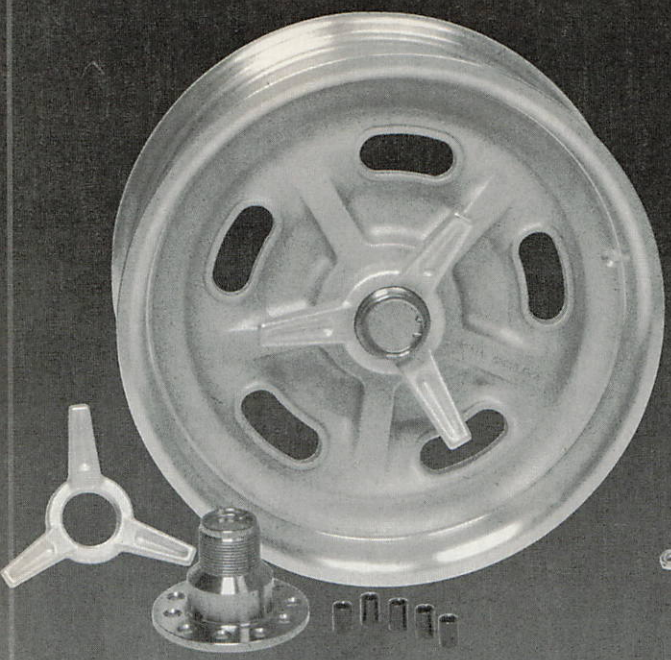

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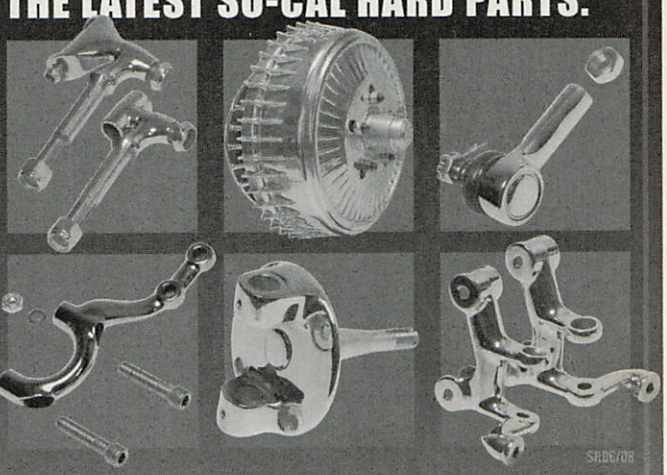

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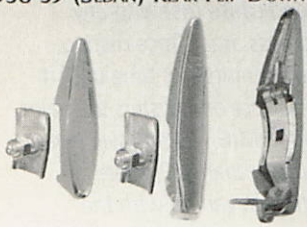

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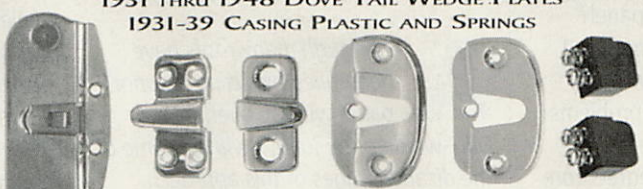

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Little "bridge" strips were used here to hold a roof insert into place as the tack welds were being made. Once all the tacking was done, the bridge strips were removed, the seam was welded, and the holes for the Clecos were easily filled by welding.

Q. I have a '30 Model A Tudor sedan sitting on '32 'rails with a Jag rear and Mustang II frontend. I have been told by several individuals that the ribbed '88 Chevy Astro van roof fits well into '30 and '32 sedans. I bought an '88 Astro van roof and would like your advice for installing it properly.

Should I cut the donor roof panel to fit flush with the opening or make the panel bigger than the opening and work the contour around the new panel?

All my friends overlap panels, but I don't think that is the best way to go, and I don't want to have problems down the line.

I received an associate degree from an autobody school in Nebraska, so I am schooled in MIG welding, but I have not done a lot of welding on this type of body. I have a MIG welder at my disposal made by Lincoln that uses flux-core wire, but it can't use solid wire because it isn't set up for shielding gas.

I'd appreciate any direction you can send my way, since I'm very eager to get started. I have been quoted from $1,000 to nearly $2,400 to install this item. It does not look too difficult, but I never start something without asking a lot of questions first.

Lee Reynolds
Albuquerque, NM

A. *Although many roofs have been filled by fitting a donor panel with an overlap and MIG-welding the joint, I will list some of the disadvantages of this approach.*

1. The double-thickness area sometimes becomes visible on hot days, especially when the car is painted a dark color, since the double-thickness area can't expand with heat as easily as the single-thickness metal around it. This can pull slight waves into the metal that become quite visible under certain conditions.

2. Water (condensation) can sometimes creep into the gap between the panels and cause rust with any double-thickness area. Once rusting starts, it's just a matter of time until it reaches the surface and blisters the paint.

3. Although MIG welding will give you less warping than TIG, there is precious little you can do with the distortion you get, other than cover it with mud and sand it to shape. With a TIG weld, which is softer, smaller, and more workable, you can stretch the weld bead by hammering on-dolly, and it will magically smooth all the distortion out of the metal if you stretch it just as much as the welding shrank it.

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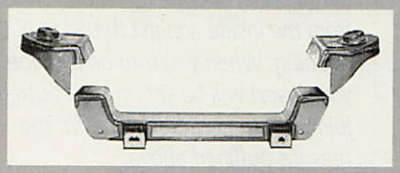

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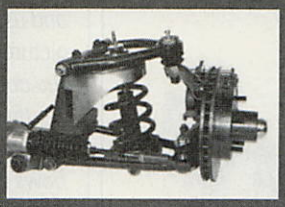

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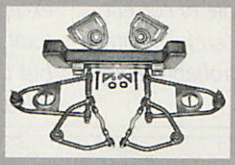

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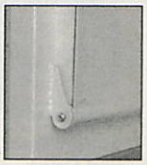

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MIG welding with flux-core wire really isn't a good process for sheetmetal—you'll get a far better job with gas-shielded MIG welding. You could even make a case for oxyacetylene-welding the insert into place, although this process will give you more distortion. The saving grace with gas welding is that the weld is soft and workable, so you will be able to correct the distortion you get with careful hammer and dolly work, and it will probably require a little heat-shrinking, too.

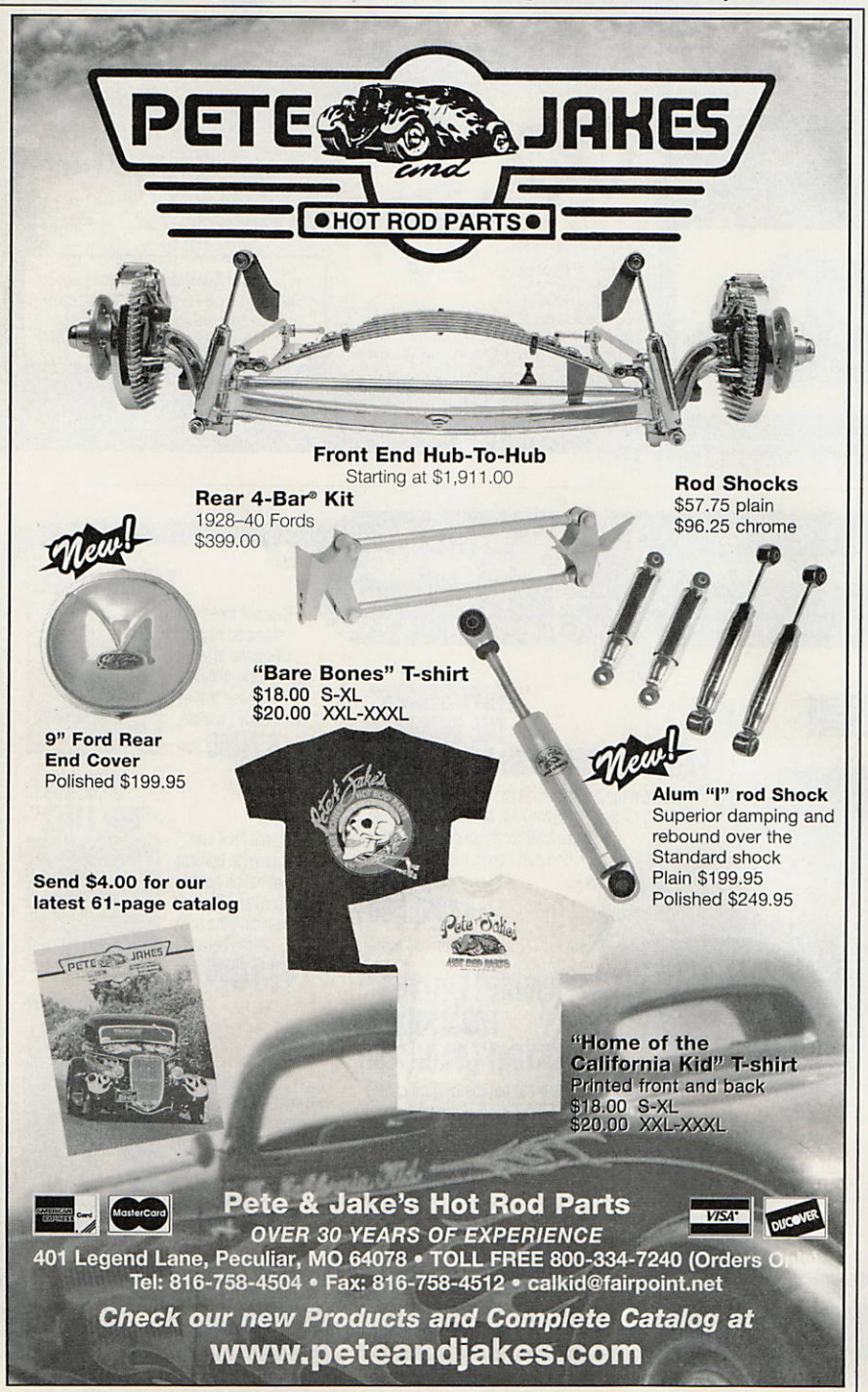
Buying a TIG welder is a big investment, but it is a crucial first step if you truly want to start on the path toward doing the highest-quality metalwork. You are unlikely to go back to MIG welding once you become accustomed to the control the TIG-welding process offers, along with the ease of cleaning up and working the welds, except for use with hidden areas or structural work. MIG-welding is fast and strong, but the TIG process has some important advantages for sensitive bodywork.

Here's how I would approach the job: Start by cutting the opening in the roof larger to eliminate the area that the original fabric insert attached to, which is peppered with holes and ribs. Then, you can place your oversize donor panel over the hole, and scribe it from the inside against the edge of the opening. When you trim on this line, your insert will be set up for a butted joint, which is what I prefer for the reasons outlined above.

To keep the new roof insert from falling through, I'd suggest cutting many little brackets (a convenient size is about ½x1-¼-inch) and using them as "bridges" to hold the panel in place as you tack-weld it. You can drill ⅛-inch holes near the ends of these bridges, and use either Clecos (shown in the picture) *or sheetmetal screws to hold the donor panel into place.*

If you want to use braces for the roof, you can make wooden or steel bows that fit close to the roof panel, but leave about a ⅛-inch gap. Then, I'd use Velcro loop material, which you can buy with an adhesive backing, on top of the bows, so the roof is resting on the cushy Velcro. This should eliminate any chance of the braces telegraphing into the roof panel, which will surely happen if the braces are fastened permanently to the roof! As Michael A. Figueroa reported in last month's column, non-expanding foam would be another choice to use between the roof braces and the roof skin.

Now you can e-mail your questions to Professor Hammer at covell@cruzio.com or send mail to Professor Hammer c/o STREET RODDER, 774 S. Placentia Ave., Placentia, CA 92870. We'll print your name and city unless you request otherwise. Ron Covell has made several metalworking videos, and offers an ongoing series of workshops across the nation covering all aspects of metalworking. Check them out online at www.covell.biz, or call (800) 747-4631 or (831) 768-0705 for a current schedule of workshops or for a free catalog of videos, books, and fine-quality metalworking tools. You can also send a request by mail to Covell Creative Metalworking, 106 Airport Blvd., #105, Freedom, CA 95019.



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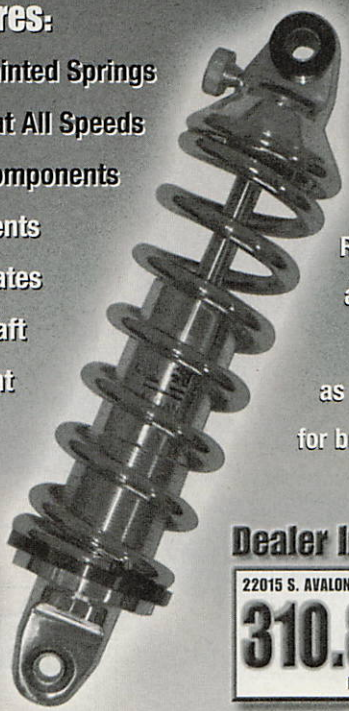

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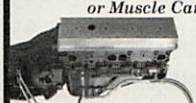

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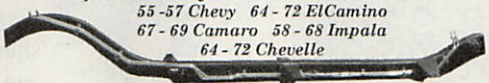

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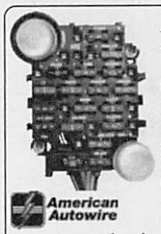

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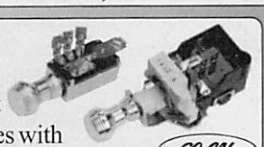

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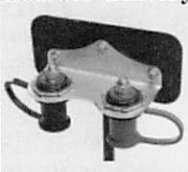

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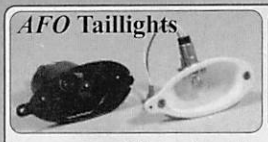

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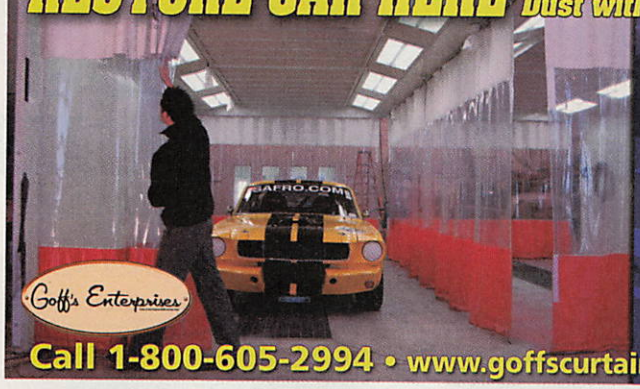

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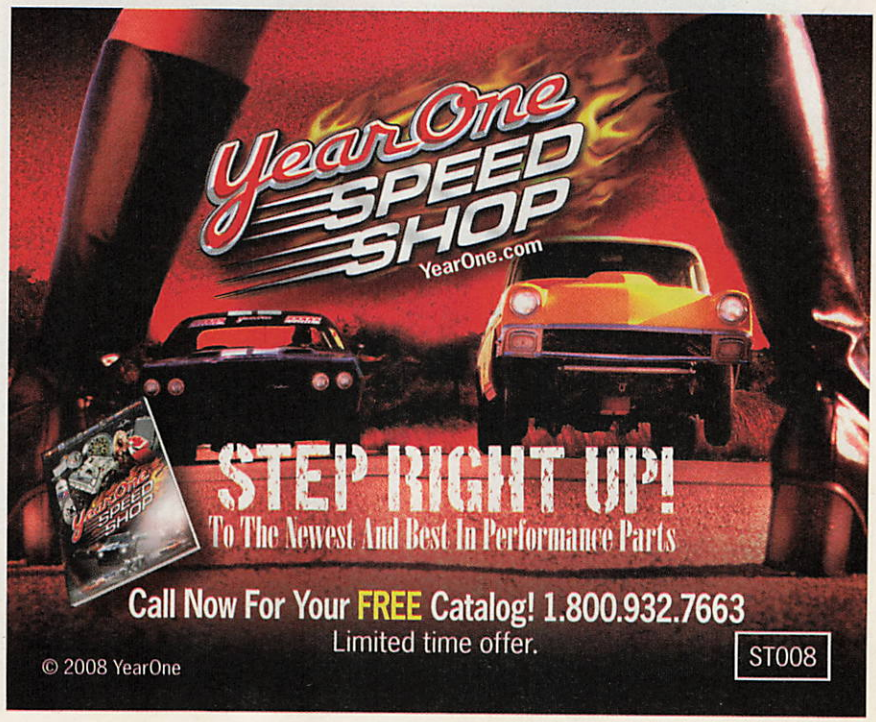

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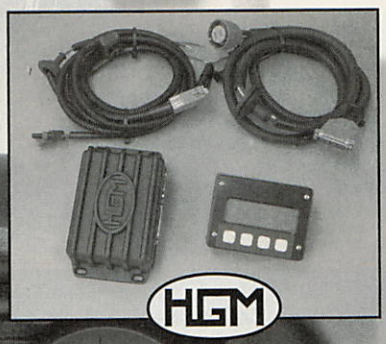

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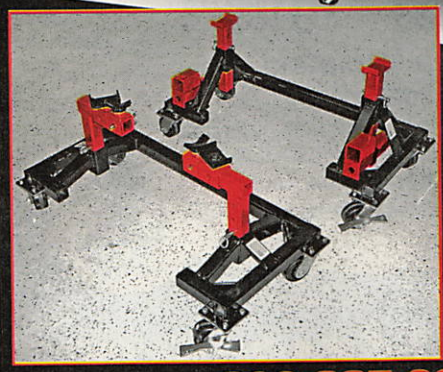

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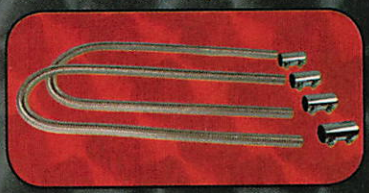

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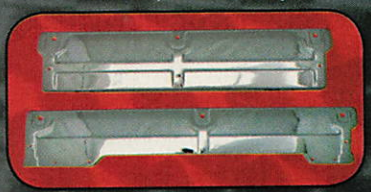

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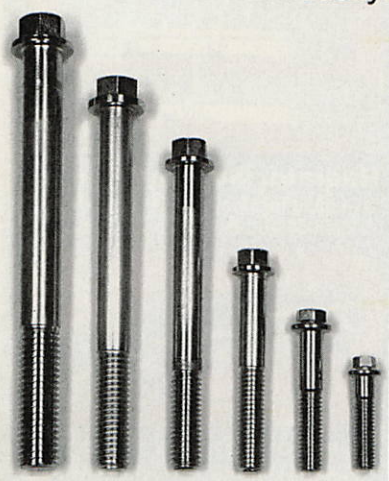

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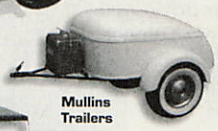

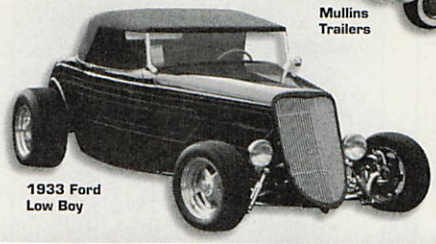

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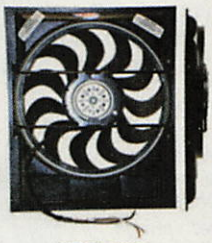

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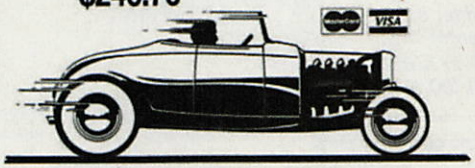

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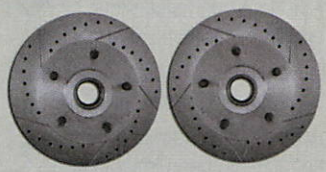

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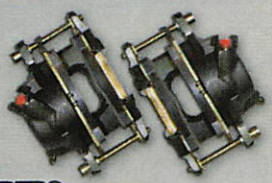

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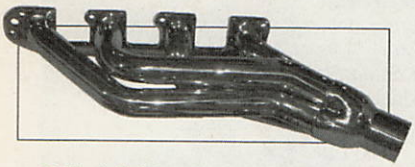

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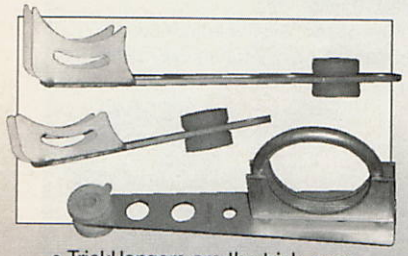

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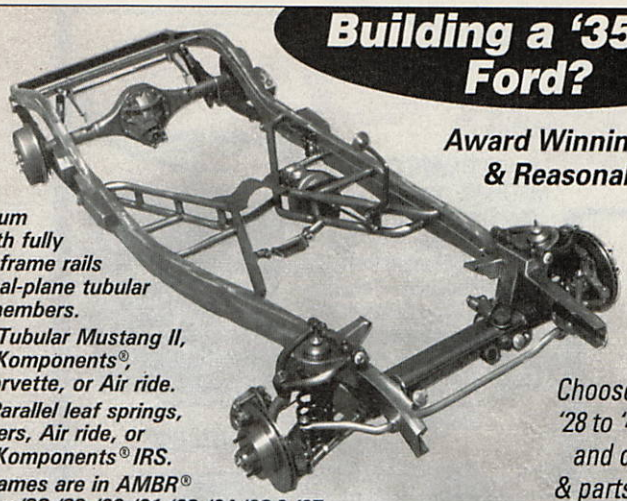

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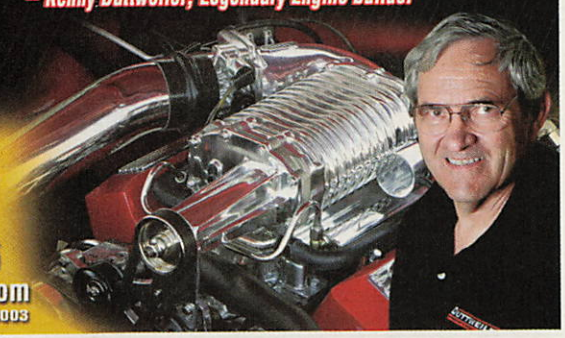

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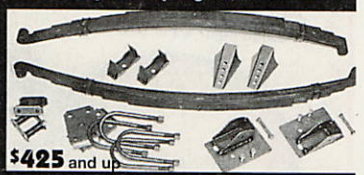

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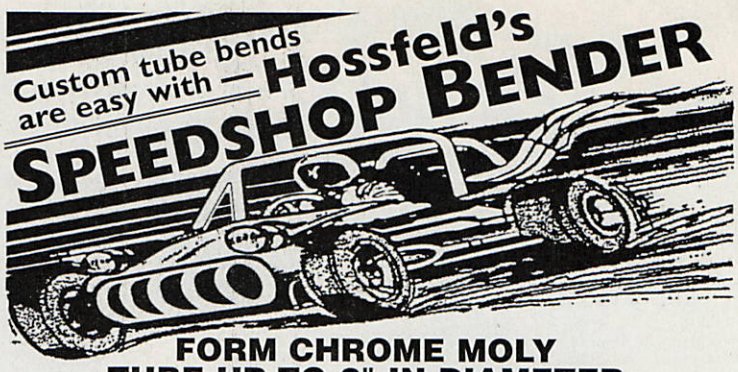

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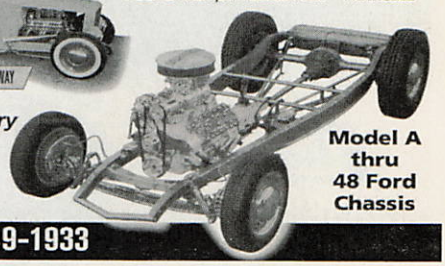

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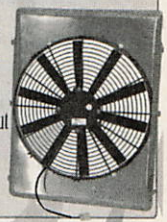

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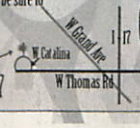

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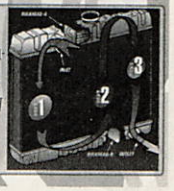

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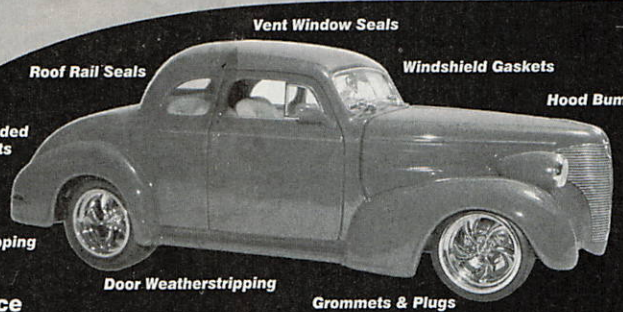

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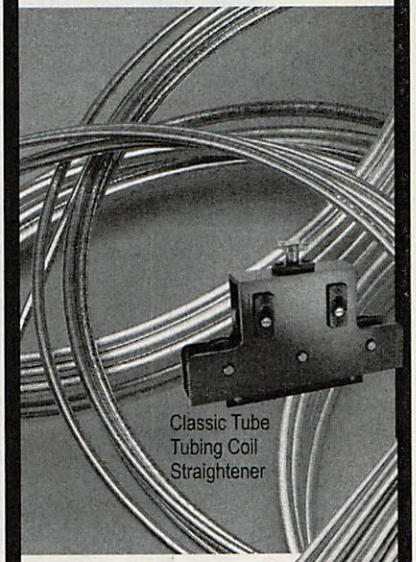

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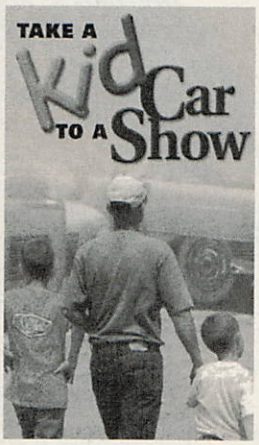

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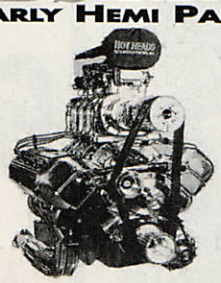

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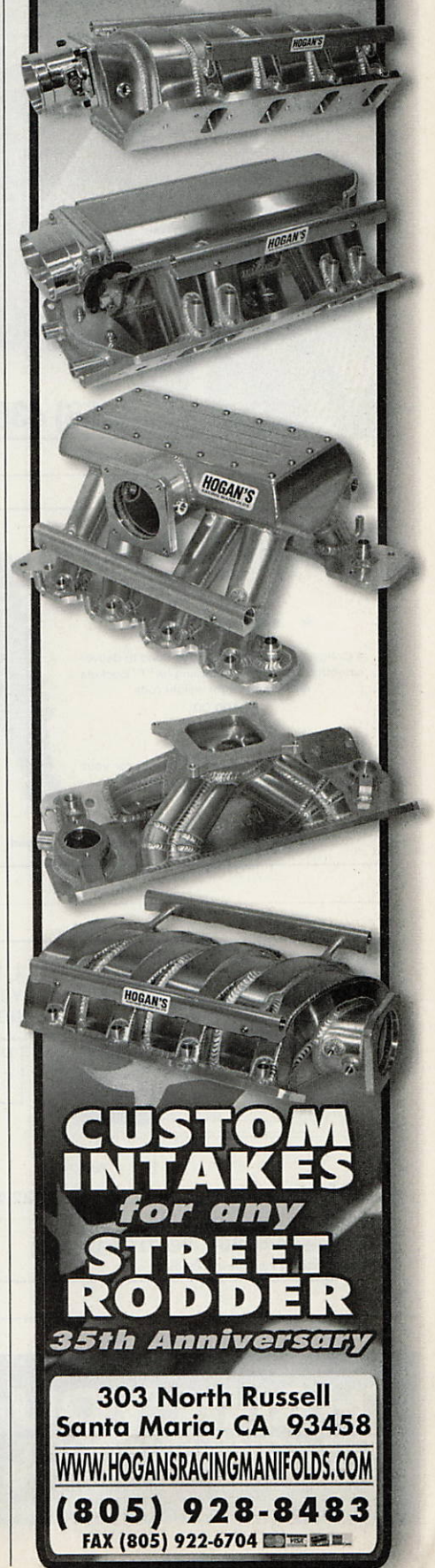

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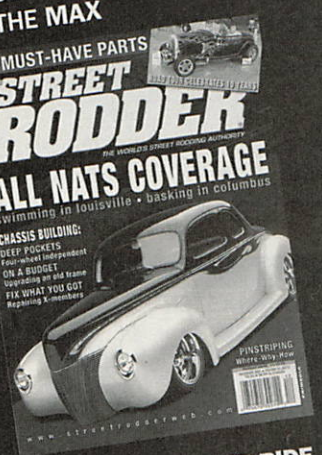

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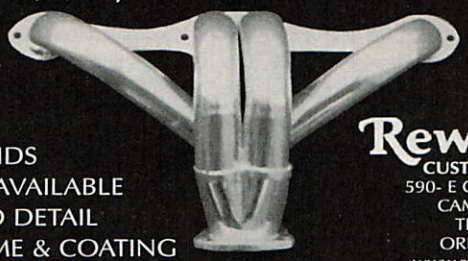

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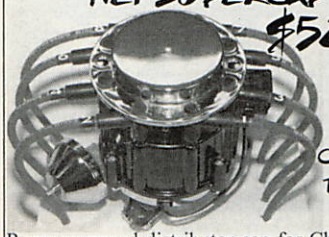

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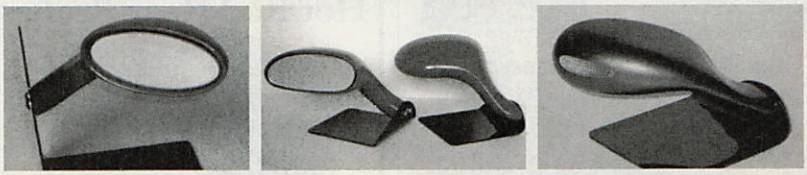

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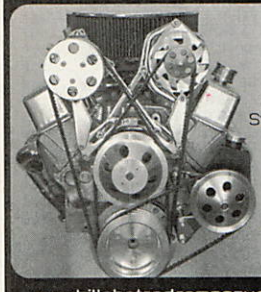

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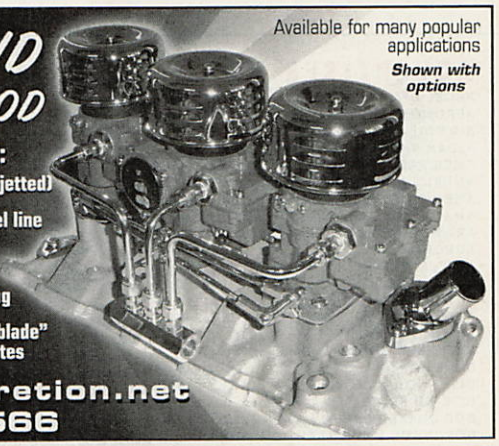

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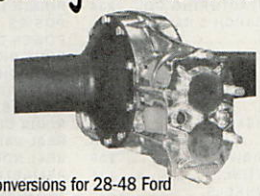

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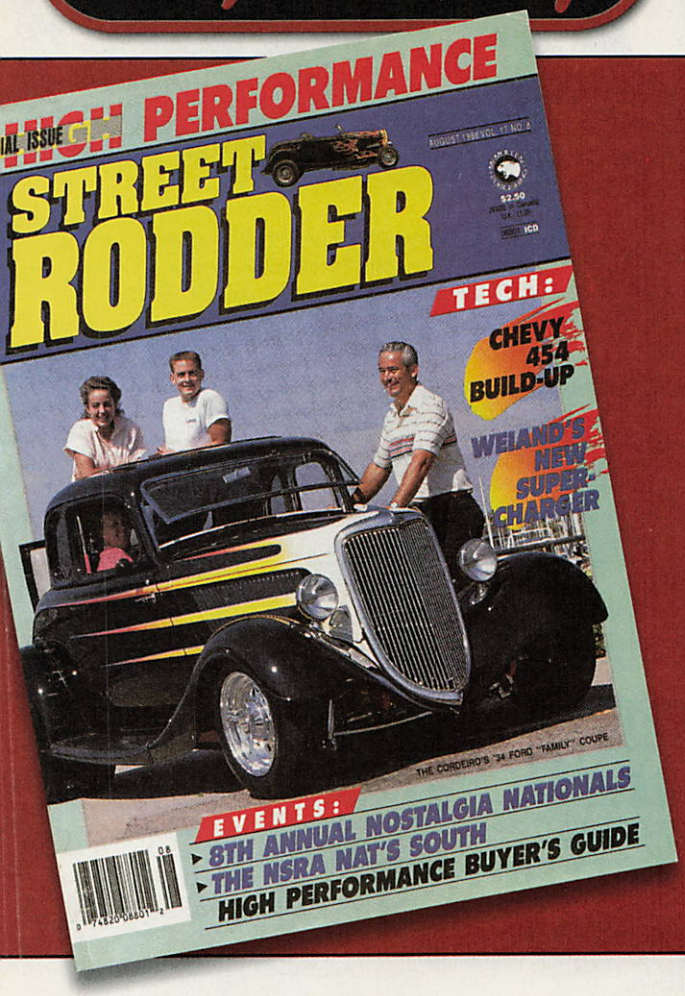
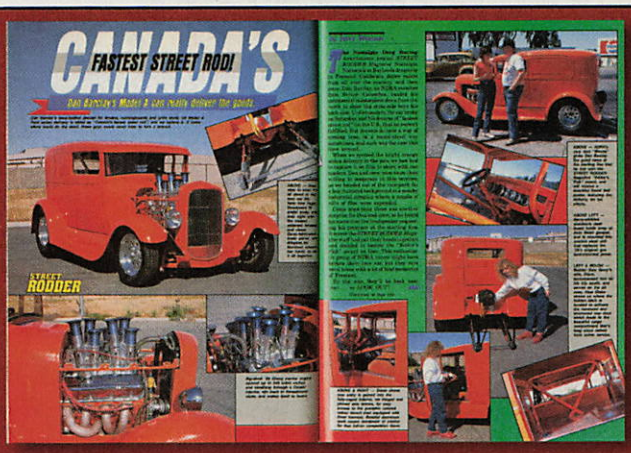
20 Years Ago

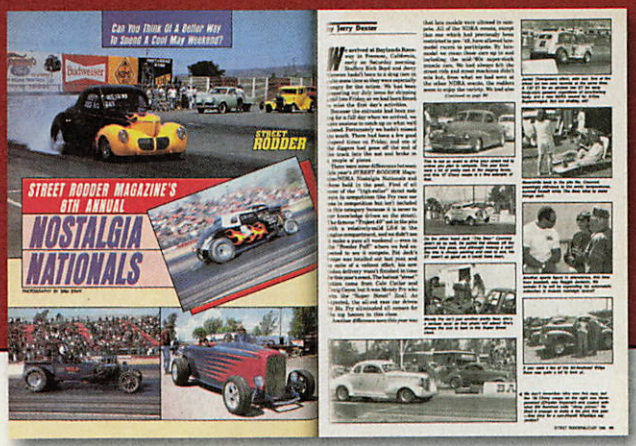
BY RYAN MANSON | ryan.manson@sourceinterlink.com

IN SRM AUGUST 1988





A Crower-injected 540ci Chevy small-block helped Dan Barclay's Model A sedan delivery earn the title of "Canada's Fastest Street Rod."


Can You Think Of A Better Way To Spend A Cool May Weekend?
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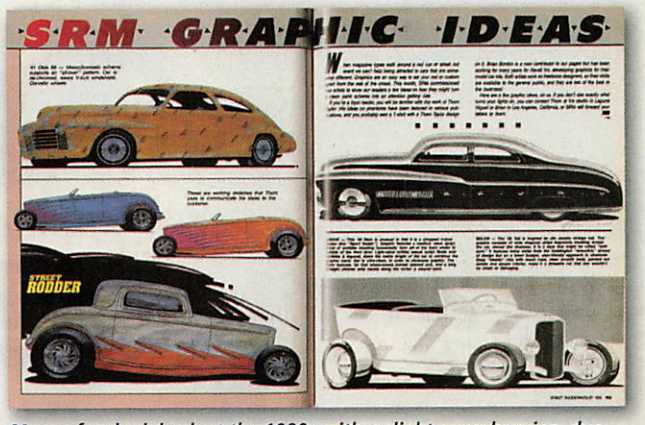
STREET RODDER MAGAZINE'S 8TH ANNUAL
NOSTALGIA NATIONALS

Back before Baylands Raceway in Fremont, CA, closed for good, STREET RODDER *put on the annual Nostalgia Nationals there, giving hot rodders and racers a chance to run what they brung.*

Twenty years has passed, but not much has changed looking through the "High Performance Buyer's Guide" section in this month's issue. The hot, go-fast items back then are still the hot ticket today!



*Many of us look back at the 1980s with a slight apprehension, due in no minor part to the popularity of monochromatic paint schemes, pastel colors, and wild graphics. The "*SRM *Graphic Ideas" story in this month's issue sums up what we all fear the most—that everything eventually comes back around.*

Dakota Digital

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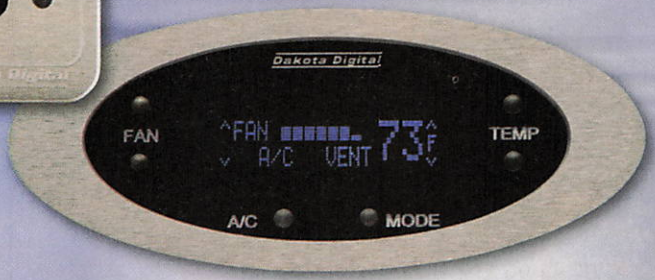

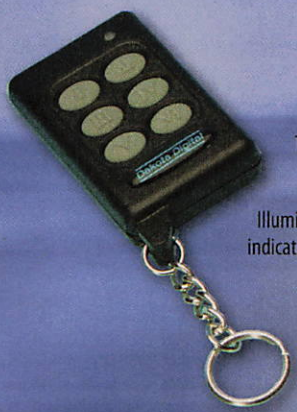

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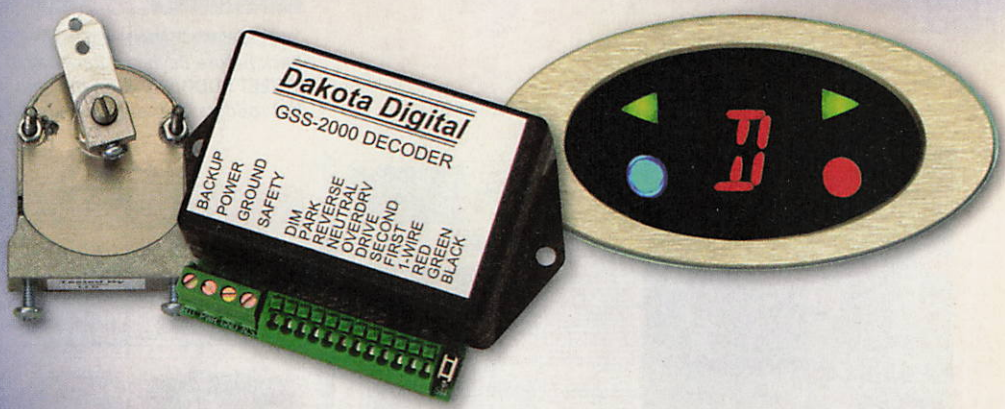

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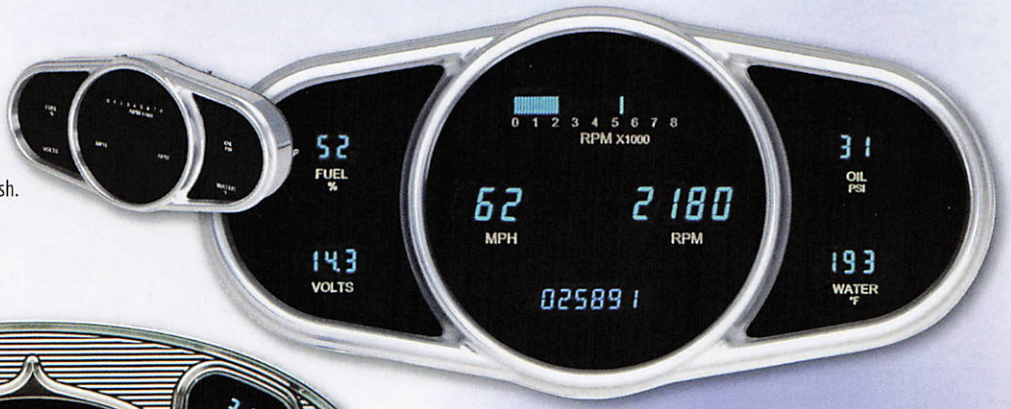

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